

PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT STOCK COMPANIES.

WEDNESDAY.

Birmingham and Derby Junction Railway—Bill read second time, and committed to Sir Eardley Wilmot and the Warwick list.

Hartlepool Dock and Railway Bill—Petition against; referred to the committee on the bill; counsel ordered.

THURSDAY.

Bristol and Exeter Railway Bill—Lords amendments agreed to.

India Steam Ship Company—Petition for leave to present a petition for a bill reported; leave given; petition presented accordingly; referred to the select committee on petitions for private bills.

Railway Communication (Scotland)—Petition of the Chamber of Commerce and Manufactures of Edinburgh, that a survey be made of the best line of communication by railway between London and the capitals of the north and west of Scotland; ordered to lie on the table.

Oxford and Great Western Union Railway—Report further considered; amendments agreed to; bill ordered to be ingrossed.

Grand Junction Railway Bill—Report further considered; amendments agreed to; bill to be ingrossed.

Edinburgh, Glasgow, and London Railway—Motion made, and question proposed, "That an humble address be presented to Her Majesty, that she will be graciously pleased to give directions for the appointment of a commission to ascertain and report on the best line for a communication by railroad from London, and the manufacturing districts of England, to Edinburgh and Glasgow;" motion, by leave, withdrawn.

Edinburgh, Glasgow, and North of England Railway—Motion made, and question put, "That an humble address be presented to Her Majesty, that she will be graciously pleased to give directions for the appointment of an engineer or engineers, to ascertain and report on the best engineering line for a communication by railway from the north of England to Edinburgh and Glasgow, in communication with the existing railways from the south;" the House divided; ayes 53, noes 53; whereupon Mr. Speaker declared himself with the noes.

FRIDAY.

Grand Junction Railway—Bill read third time, and passed.

National Loan Fund Life Assurance Society Bill—Time enlarged for report till Wednesday, June 20.

Pettingley Railway—Bill read second time, and committed.

Newcastle and Cospur Angus Railway—Bill reported; report to lie on the table, and to be printed.

Oxford and Great Western Union Railway—Bill read third time, and passed.

Dean Forest Mines Bill—Report further considered; amendments agreed to; bill to be read third time on Friday next; bill, as amended, to be printed.

Dean Forest Encroachments Bill—Report further considered; amendments agreed to; bill to be read third time on Friday next.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

WEDNESDAY.

The House did not meet to-day.

THURSDAY.

The Poor Relief (Ireland) Bill was considered in committee, the Duke of Wellington and other peers proposing amendments. It occupied the whole evening; progress was reported, and the remainder of the bill stands adjourned for consideration on recommitment.

FRIDAY.

In answer to Lord Brougham's inquiry, Lord GLENELG stated that martial law was proclaimed in Canada by the Governor, and Lord GOSFORD said that he had done so in obedience to the advice of the law authorities. Their lordships then resolved into committee on the Poor Relief (Ireland) Bill, which occupied the remainder of the sitting.

HOUSE OF COMMONS.

WEDNESDAY.

Mr. RICE laid upon the table papers relating to the Waterloo Annuities Bill.—Lord J. RUSSELL moved the order of the day that the report on the Municipal Corporations (Ireland) Bill be brought up.—Mr. HUME moved the second reading of the County Rates Bill, which was rejected by a majority of 68.—The expenses at Elections Bill was thrown out by a majority of 28.—The Copyright Bill, after some sharp discussion, was committed *pro forma*, and was ordered to be reconsidered on the 20th.—The Lord's-day Bill was also committed *pro forma*; three amendments were added, and the report is to be discussed on the 27th.—Mr. LYNCH's Married Women's Bill was thrown out by a majority of 35. The High Sheriffs Bill was thrown out without a division.—Several colonial returns were ordered on the motion of Mr. PEASE, after which the House adjourned.

THURSDAY.

Mr. HINDE moved for the appointment of a commission to ascertain, and report on, the best line for a communication by railway from London and the manufacturing districts of England to Edinburgh and Glasgow. Upon a division, the numbers were found to be equal (53 on each side), when the SPEAKER gave his casting vote against the motion.

FRIDAY.

The Grand Junction Railway Bill was read the third time and passed; the time for presenting the Report on the Middlesex County Courts Bill was extended, after a division; and the Oxford and Great Western Union Railway Bill was read the third time and passed, after a division, the Ayes being 79, Noes 26.—The House resumed the consideration of the Report on the Benefices Pluralities Bill.

LAW INTELLIGENCE.

THE GREAT WESTERN RAILWAY COMPANY.

COURT OF EXCHEQUER—JUNE 4.

PENNEY v. THE COMPANY.—This was an argument upon a demurrer to a plea. The declaration stated that after the making of an Act of Parliament, by which the Great Western Railway Company was formed on the 15th of July, the plaintiff required of the defendants to purchase a mansion-house and some land belonging to him, and that the defendants would not agree to do so; that a jury was accordingly summoned, and decided the adequate compensation to be £7920; and that long before the commencement of this suit the space of two calendar months had elapsed after the sum of money was awarded by the jury. The pleas were, firstly, that the defendants had been ready and willing to pay the said sum of money upon the plaintiff showing his title to the house and lands, and that long before the commencement of the suit they required the plaintiff to show a good and sufficient title, and offered to pay upon his showing it; and, secondly, that the plaintiff had not at the time when the jury assessed the said sum a good and sufficient title, and that he had been since unable to show or make such a title.

Sir F. POLLOCK appeared in support of the demurrer, and Sir W. FOLLETT in support of the pleas.

The COURT gave judgment in favour of the defendants, considering that plaintiff could not recover upon his declaration. Leave was, however, given to Sir F. Pollock to amend the declaration.

LONDON AND CROYDON RAILWAY COMPANY.

COURT OF COMMON PLEAS—JUNE 5.

BOYD v. THE COMPANY.—This was an action of trespass, in which a verdict had been entered for the plaintiff, and a rule nisi obtained last term for a nonsuit, on the ground that the defendants had not received due notice of trial. The question in the case was, whether the word *person* in the Act of Parliament, passed for the formation of the railway, was intended to include a company or body corporate, or, in other words, whether the privilege of receiving a month's notice of trial was meant to apply to the case of a "corporation," although the word *person* only might be used. The rule came on for argument to-day, and

The COURT decided that the word *person* was intended to include a corporation, and that therefore the rule for a nonsuit must be made absolute.

Rule made absolute accordingly.

BAIL COURT—JUNE 7.

THE QUEEN v. THE COMPANY.—Upon a former occasion Mr. Petersdorf had obtained a rule calling upon the company to show cause why a *mandamus* should not issue calling upon them to summon a jury to assess the damages which a party had suffered in consequence of the company's having purchased and stopped up the Croydon Canal, upon which the applicant followed the occupation of a barge and lighterman. He claimed compensation for the loss of his trade for seven years and a-half, the amount of the demand being altogether 1409l.

Mr. Justice COLERIDGE had taken time to consider the application, and stated this morning that he should refuse the rule. The party applying could only claim, if at all, under the 35th section of the act, which declared that any landowner, &c., through or near whose land the road was to pass should receive compensation for any injury done to his land, &c., and then went on to state "or for any damage, loss, or inconvenience which may result from the execution of the works described" in the act. Although the term "landowner" was not repeated in the latter part of the section, he (Mr. Justice Coleridge) thought that persons of that class alone were entitled to the compensation therein allowed, and that it never could have been the intention of the Legislature to provide compensation for third parties who might suffer any inconvenience through a necessary injury which was the result of a lawful act of the company. The loss of the applicant was merely the consequence of a rival establishment having been set on foot. He thought the company had been justified in the resistance which they had made to the

claim, and that in giving him the price of three barges which had become useless to him by the stopping of the trade of the canal, they had gone quite as far as they were bound to do.

TIPPERARY MINES.

COURT OF CHANCERY—JUNE 6.

TAYLOR v. SALMON.—This was an appeal from a decree of the Vice-Chancellor. The bill was filed by Mr. John Taylor, on behalf of himself and others, to compel the defendant to hand over to them an agreement for a lease of some mines on the estate of Lord Dunally, in the county of Tipperary. It appeared that Salmon had a promise of a lease of the mines, and that he applied to Taylor to form a company of English capitalists to work them. Taylor entered into a negotiation for that purpose, and in August, 1836, conceived that negotiation to be so far advanced, that he sent a person named Francis to take possession of the property in the name of the company. The mines have been worked since that time; but Salmon having obtained an agreement for the lease from Lord Dunally, refused to surrender it to the company on the ground that they have not fulfilled the promises made to him by Taylor, as a bonus for procuring the lease. The Vice-Chancellor, at the hearing of the cause, was of opinion that the agreement between Taylor and Salmon, of whatever nature it might be, had nothing to do with the question raised by the bill, which was simply whether Salmon had or had not made himself the agent of the company, for the purpose of procuring a favourable lease of the mines. His Honour was of opinion that the evidence and the admissions in the answer fixed him as an agent, and ordered him to transfer the agreement to the company. Against this decree Mr. Salmon appealed.

Mr. Wigram and Mr. L. Wigram supported the decree.—The Solicitor-General, Mr. Wakefield, and Mr. Wray argued that the evidence was too vague and contradictory to bear out the assertion of agency, and that the parties before the Court were not, for any thing that was proved, those parties really entitled to sue.

Mr. SHARPE appeared for Lord Dunally to submit to the decree of the Court; but he was also instructed to say that Lord Dunally did not prefer Mr. Salmon as his tenant, and that he was willing to execute a lease to Mr. Taylor.

Mr. WIGRAM having replied, judgment was postponed.

THE SOUTHAMPTON RAILWAY.

BAIL COURT—JUNE 6.

THE QUEEN v. THE COMPANY.—Mr. HILL applied to the court for a writ of *certiorari* to remove into this court an indictment that had been preferred against the Southampton Railway Company for digging a trench across a turnpike road. The learned counsel said that there were several important points likely to arise relative to the construction of the Act of Parliament by which the company was formed, the decision relative to which was of great importance to the company; for if it should be against them, they would be compelled to alter their line of road.

Mr. Justice COLERIDGE said, that in all applications of this kind it was invariably alleged that on the trial important facts of law were likely to be discussed which ought to be decided by a judge of one of the superior courts, and frequently where the alleged important points could be equally well decided in the courts below. He would look into the affidavits before he gave his judgment.

NOTTINGHAM WATERWORKS COMPANY.

BAIL COURT—JUNE 7.

THE QUEEN v. THE COMPANY.—This case has been several times before the Court. The only question which remained for consideration upon the present occasion was whether the lady (Mrs. Sarah Turner) whose mill had been injured by the operations of the company should obtain the costs of the applications which she had been obliged to make to the Court, in order to compel the company to make her compensation for the damage.

His Lordship had taken time to consider the point, and this morning intimated that he thought Mrs. Turner entitled to her costs.

LONDON AND BIRMINGHAM RAILROAD.

COURT OF COMMON PLEAS—JUNE 8.

THE DUKE OF GRAFTON v. THE COMPANY.—This was a special case, submitted to this court by the Master of the Rolls for the opinion of the learned judges upon the subject in dispute. The question was relative to the title of the Duke of Grafton to some property which he had sold to this company, the said property having been originally granted by King Charles II. to Lord Euston, ancestor of the present duke.

The COURT having heard the arguments on both sides, deferred giving their opinion till a future day, and the question will ultimately be decided in a court of equity, when the circumstances of the case will be detailed.

ENGLISH MINING ASSOCIATION.

ROLLS' COURT—JUNE 8.

VIVIAN v. HUMPHREYS.—Mr. ERLE, Mr. PEMBERTON, Mr. RICHARDS, and Mr. ANDERSON opposed the application for a new trial. The issue which had been directed was, whether the Boleanna mine was included in the lease of the Great St. George's mine, dated the 11th of September, 1822, granted by Mr. Carpenter to Mr. Humphreys. The jury, after a patient investigation, had upon the first trial found that it was; but upon the two last trials, they had determined that it was not; this finding was also supported by other facts, inasmuch as it now turned out that the lease comprised such lands only as formed part of the estate of the Duke of Cornwall, while the Boleanna, it appeared, was freehold. In order, therefore, to prove these facts, evidence of the acts and declarations of the parties had been admitted; though they were not contemporaneous with the granting of the lease, but this was not given for the purpose of contradicting the deed or anything contained in it, but merely to explain a latent ambiguity. It was for this only that the evidence of Mr. Williams, who was one of the lessees of the premises, had been given.

Lord LANGDALE observed, that the objection of the other side was not to the examination of Mr. Williams, as a witness, but to his understanding of the meaning of the deed being admitted as evidence.

Mr. RICHARDS observed, that it was conceived that Mr. Williams's evidence was properly admitted, as it was only to prove whether the lands were parcel or no parcel of those contained in the lease. It was therefore desired by the plaintiffs in this suit, as the trial was merely for the instruction and information of the court, that it should be considered satisfactory.

Mr. Sergeant POMPAS's reply was postponed till Monday next, as the case of *Kaye v. Marshall* had been specially appointed for Saturday, this day.

JOINT-STOCK BANKS.—In the House of Commons, on Thursday evening, a return was ordered, "of all joint-stock banks in England that have suspended payment, or have become bankrupt, from 1832 to the present time. Also, a return of all private banks in England that have suspended payment, or have become bankrupt, from 1832 to the present time; distinguishing those situated within sixty-five miles from London from those beyond that distance (in continuation of Parliamentary return, No. 489, of 1833)."

PATENT ZINCED IRON.—Mr. Crawshaw, is said to have sold his extensive Tin Works at Treforest, Newbridge, to a London company, who have lately purchased the patent for covering iron plates with zinc instead of tin. Mr. Crawshaw himself retains a considerable interest in the establishment, and is one of the directors; his son, Mr. Francis Crawshaw, continues the principal manager. Some persons believe that the above patent will produce a complete revolution in the tin trade—time will show.

LEAD.—Chemists have long turned their attention towards the different combinations of water and acetic acid with oxide of lead, and which are so valuable to medicine, to the arts, and to analysis; but the subject is still incomplete. M. Payen, however, has been making some important progress in this branch of chemistry, and the most interesting part of his labours consists in the discovery of a new acetate of lead, and an equally new combination between water and protoxide of lead. In the course of his researches, he has been able to explain several phenomena, the causes of which have been hitherto unknown, and which are highly interesting in the matter of analysis.

EAST INDIA COMPANY'S MUSEUM.—The directors of this company have ordered their museum to be opened every Saturday from eleven to three, free, and without tickets to the public. If the store of curiosities and of beautiful specimens of natural history which have so long accumulated in that house are well arranged, it will certainly constitute a valuable addition to the rational sights of the metropolis, and help to persuade foreigners that we are no more deficient in taste than in enterprise.

ARTIFICIAL RUBIES.—Dr. Ellet, professor of chemistry in the South Carolina college, has been very successful in producing artificial rubies and emeralds, so that Charleston is likely to rival the famous city of El Dorado, as described with such magnificence in Voltaire's *Candide*. This Aladdin-like professor accomplished his task by means of pure alumina acted on by the compound blowpipe, with chrome as the colouring matter. Perfect rubies were produced by Professor Ellet, which easily scratched an agate seal. The basis was pure alumine, and the colouring matter lithomart of potash. If the specimen be taken as soon as used, it is a ruby—if the heat be continued the chromic acid is converted into oxide of chrome, and an emerald is the result!—*New York Herald*.

PROCEEDINGS OF PUBLIC COMPANIES.

LLANELLY RAILWAY AND DOCK COMPANY.

A general meeting of the shareholders of this company was held at the London Tavern, on Monday, the 4th inst.

ROBERT BIDDULPH, Esq., in the chair.

The secretary read the report, as follows:—

REPORT.

The committee commenced by stating that since their last annual general report all their calculations and estimates have been fully established, except an extension of time, for about five or six months, in completing the railway, arising chiefly from the great severity and long continuance of the last winter; that this circumstance (which could not be foreseen), will, in a certain degree, affect the amount of profit in the returns for 1839, but will in no way diminish the revenue for 1840. That the committee see no cause whatever to doubt the favourable results hitherto contemplated, but, on the contrary, that subsequent circumstances have shown the calculations of returns not to have been exaggerated, but rather to have been underrated. In proof of this, since the last annual report, preparations for mineral work on the new line have been prosecuted with much zeal and activity; not only have two capitalists entered into arrangements for working the Gorse Gannat Anthracite Colliery, sixteen miles from Llanelly (and which is now waiting the arrival of the railway), but a copartnership has also been formed, and leases now being taken to work the anthracite coal, and smelt iron close to the company's new line of railway, fourteen miles from Llanelly; to accomplish which purpose, blast furnaces and apparatus are to be erected without delay. There are also other parties in negotiation with the mineral proprietors on the new line for opening collieries and iron works; whilst one coal owner, who has for some time had his colliery at work on a limited scale, for want of means of transport, is willing to enter into an engagement to pay the company, as a minimum sum, 10000l. per annum, provided they will make a branch from their main line to his colliery (a distance of 24 miles), from which he insists that the railway returns will be at least 30000l. a year.

The committee then proceed to observe upon the very important practical discovery of smelting iron by the means of the hot-blast with anthracite coal only, and stated that the iron thus made is insisted to be even superior to that manufactured by the old method, and proved to be made at nearly fifty per cent. less expense than the cost of pig iron in other parts of the principality. A discovery of so important a character cannot but have the effect of transferring much, if not all, the lucrative trade now carried on in iron in other parts of South Wales, to the vicinity of the company's railway, where anthracite coal and iron ore abound, and where all the requisites and advantages for that manufacture can be embraced without delay. It is also proper here to remark, that experiments are in the course of progress for proving the applicability of anthracite coal to the purposes of steam navigation, by which the use of 7½ cwt. of that fuel will be equal to 20 cwt. of the Sunderland coal now used in the furnaces of steam vessels. It is believed that this important desideratum is near a practical realisation; indeed, it has been stated, that the discovery has been found successfully applicable to boilers and furnaces constructed on a new principle, adapted to the use of anthracite; and that the government are about making the requisite alterations in the steam vessels at Woolwich, in order to commence the use of anthracite coal. Although the probable consumption of anthracite for smelting and steam navigation purposes will effect a great alteration by the substitution of Welch for other coal now used, it must not be omitted to be stated that the increasing demand for anthracite or stone coal (which emits no smoke) for domestic purposes in London, is becoming greater every day, and that the present limited supply is totally inadequate to meet the wants of consumers.

The probable results of such a transference of a great branch of trade will, in all likelihood, be so important, that it would not become the committee to make any specific calculations; they would prefer rather leaving it to the individual conceptions of the proprietors—satisfying themselves by alluding to the fact and the probabilities resulting therefrom. Whilst, however, the committee abstain from any particular estimates on the new line in reference to the favourable circumstances just related, they do not feel themselves precluded from calling the attention of the meeting to the returns of the old or pre-existing line of railway. On referring to the tonnage on the old line (of only about two and a quarter miles in extent) for the year ending March 1836, it will be found that 47,276 tons were brought down; in the year ending March, 1837, 77,773 tons; and for the fourteen months ending 28th April, in this year, 127,253 tons, making a progressive increase for the year just ended of more than double the quantity as compared with the year 1836, and half as much again as compared with 1837.

These returns, it will be observed, contain no tonnage from any part of the new line, but are solely derived from the old line of railway, and evince not only the correctness of the anticipations of the committee, but the great and increasing demand for Welch coal, and the facilities of the company's capacious floating-dock in the shipment of the augmented produce.

The committee have during the past year decided on making some outlay in improving the channel entrance to the dock, as well as more effectually to buoy the navigation, which, together with the powerful aid of the company's new steam towing vessel (the *Hercules*), ships of from 600 to 700 tons register have been enabled to load out and depart with the greatest ease and safety, whilst the steamer has been employed on one occasion in saving a vessel of 250 tons register, homeward bound, from becoming a wreck, and for which service the committee hope to be able to report hereafter that a handsome sum has been awarded for salvage. The number of vessels, large and small, which have entered the dock since the last annual report, has been 438, which, by comparison with the number that entered in 1837, is as five to three, showing an increase of 168 vessels.

The state of the new works may be briefly described as follows:—The whole of the contracts for making the main line, and the branch up the Cwm Amman, being together about nineteen miles, are let. The divisions, Nos. 1, 2, and 3, entirely completed, whilst the remaining contracts are in a vigorous course of progress. The whole of the railway bars, chairs, &c., together with the wood sleepers and part of the stone blocks, are purchased and ready to be laid down, and contracts for the ballasting of the road are entered into. The entire of the land required, except three or four small portions, is purchased, and two of the five bridges, which are requisite to be constructed on the line, are nearly finished, and the others in the course of being contracted for, so that the committee calculate on the entire completion of the line as at present contemplated in the early part of the ensuing year.

The state of the share list is still such as to place at the disposal of the committee a number of shares, to complete the total authorised to be issued by the Act of Parliament.

The committee cannot doubt but that when it is more generally known that the company is proceeding thus steadily and favourably in realising dividends from the actual profits of the works, and that the entire outlay will in all probability be full 20 per cent. under the Parliamentary and original estimates, that the remainder of the shares will be readily sought for, and the difficulty will then be as to making such allotments as will afford satisfaction to the various applicants. In the mean time it cannot be stated with certainty the calls which the committee will have to make during the next twelve months, as that circumstance will be materially affected by the number of shares still to be issued, which, if taken to the extent contemplated by the committee, and the calls paid up, will lessen the amount to be called for, and in all likelihood enable the committee to meet obligations and carry on the works with energy, by making only one call in the course of the present year. The committee now present to the meeting the balance-sheet of the accounts of the company (which have been kept by double entry), and audited by a sub-committee, they are as follows:—

BALANCE-SHEET MADE UP TO THE 28TH APRIL, 1838.

Dr.	
Amount due to the old proprietors, and E. B. Tunno, Esq.	£31,698 1 3
Dividends on new shares, subscribed	62,082 0 0
Interest on payment in advance	18 19 5
To sundry persons for purchases made by them	4,087 10 0
	£97,886 19 8
o balance in favour of the company	1,649 17 4
	£99,436 17 0
Cr.	
By amount paid for the new dock and existing railway	£50,700 0 0
Sundry outlay on new line to 1st March, 1837	6,494 8 10
	£57,194 8 10
By outlay on new works from 1st March, 1837, to 28th April, 1838, as follows:—	
Improving channel	£146 3 10
New shipping stages	195 16 7
Purchase of land	3,193 16 5
Entire cost of new steam vessel	5,067 7 11
Contractors on the new line and outlay thereon	7,998 12 10
Railway bars, chairs, pins, and wedges	10,501 11 1
Purchase of sailing barge	98 13 2
Stone blocks for railway	1,047 0 0
Oak trenails for ditto	51 5 0
Sleepers for railway	1,179 17 0
Erecting bridges	422 16 11
New crum shipping stage	79 0 0
Wheels and axles	150 0 0
	£30,092 0 9
	£87,286 9 7
Balance at bankers	£315 9 1
Nevill, Sims, and Co., for railway dues	286 0 4
The Llanellech Coal Company for ditto	1,639 15 8
Sundry small accounts	29 2 4
	£2,150 7 5
	£89,436 17 0
By balance in favour of the company	£1,649 17 4

The CHAIRMAN observed, that the accounts were brought up to the end of April, not, as some might suppose, to give an increased amount of tonnage, but that the shareholders might have the statement of their affairs made up to as late a period as possible.

Mr. HARRIS inquired if the expense of the works had been found to be underrated in the estimate?

The CHAIRMAN said, that in every instance but one, and that in the expense of some land, the estimates had exceeded the actual cost. This was very satisfactory, as it proved that the directors had not formed their opinions respecting the undertaking with haste, but, on the contrary, after mature deliberation. He accounted for this in a great measure to the plan they had adopted of giving the line out in small contracts; by that plan the price of labour and materials had not been raised in one instance, and he believed that this was the only railway company that could boast of having executed the line below the estimate.

It was then resolved unanimously, "That the report be received and adopted, and entered on the minutes."

Mr. J. SIMS (a director), then referred to the Act of Parliament providing for the making of dividends. He had great pleasure in doing so, and when they considered the time at which the calls were paid up (in July and November), it would make the dividend 61 per cent. instead of 4. He expressed his belief that all the anticipations of the directors would be realised. He considered there were two very favourable circumstances relative to this company, one was that they were authorised by Act of Parliament to charge three-halves upon every ton of coal brought down by the railway; and the other was far more important than this—that the Llanelly line would be the only outlet on that coast for the exportation of coal, and, added to this, the valuable dock they had would ensure a ready and large market; it would be shipped hence to all parts of the continent and America. The North American steam vessels would naturally come there, as it had a double advantage, of costing less money and occupying less room than common coal. He felt fully sensible of the value of the undertaking, and begged to move that—

It appearing that a net surplus of 1549l. 17s. 4d. has been realised since the last annual meeting on the profits of the company's works, up to the 28th April last, that a dividend of four per cent. be paid on 45l. per share to such of the proprietors as shall have paid that amount per share on or before the 14th March last, being at the rate of 61 per cent. for the last year on the capital subscribed; that the dividend warrants be ready for issue to the proprietors on and after the 16th of July next.

Captain PROBYN (a director), congratulated the proprietors upon the state of their affairs, and submitted a statement, showing the increasing importance and value, as well as safety and security of the port of Llanelly to the shipping interest. He proved that during the last three years, out of about 3400 vessels that had come to their port, eighteen only had met with accidents, and only three had been lost. Now this entirely set at rest the prejudicial notions against the safety of the dock, and he felt sure that it was only necessary that such should become generally public, to remove erroneous impressions. The motion submitted by Mr. Sims was then carried unanimously.

Mr. S. N. BARBER then rose, and expressed the sense of obligation he considered the company was under to the directors; they had laboriously and zealously watched over their affairs, and now had succeeded in thus early bringing them to a successful issue; they had served them without any remuneration, and he thought it was now time that the shareholders should evince the thanks they owed them, by voting a sum to the board as a remuneration for their services. He begged to name 500l. Col. PURCHAS seconded the motion, which was carried unanimously.

Mr. HAINES moved, and the Hon. G. S. HOTHAM seconded—That the thanks of this meeting be presented to the secretary for his zeal and activity in the discharge of his several duties, and for his attention to the general interests of the company.

The thanks of the meeting were then voted to the chairman, for his able and impartial conduct in the chair, and the meeting separated.

LONDON GRAND JUNCTION RAILWAY.

A special general meeting of the shareholders was held at the City of London Tavern, on Friday, the 8th inst.

W. CASH, Esq., in the chair.

The CHAIRMAN, in opening the proceedings of the day, adverted to the decision at which the committee of the House of Commons had arrived in throwing out the amended bill, whereupon the solicitor of the company read the report.

The substance of the report was that of a retrospective glance at the past proceedings of the company, and referred to the application made to Parliament for an extension of the powers granted by the Act, but which had not been attended with success, the committee having thrown out the Bill, although it had not for its object any alteration in the original provisions of the Act, except that of extending the time for the purchase of property on the line, which was confined to two years, expiring in July next, whereas the time for completing the railway was not until 1843. The non-payment of the calls made was stated as having precluded the directors from carrying on the undertaking, and thereby involved the necessity of application to Parliament for further time. About 7700l. had been paid up on personal and written application to the shareholders in arrears, and which had been responded to on the part of the Liverpool and Manchester proprietors, but with little success in London. The directors attributed their inability to obtain the amended bill from the opposition raised by the London and Birmingham Railway and Regent's Canal Companies. The balance at the bankers was stated to be 3512l., with but little liabilities existing. The directors, in closing their report, recommended that a further application to Parliament be made in the ensuing session, and that the expenses be in the interim limited, so far as might be found practicable.

Mr. CARVALHO animadverted on the financial statement submitted to the meeting, and more particularly on the amount paid the late solicitor of the company (Mr. Richardson), 1600l. being charged in addition to 14,000l. before entered in the accounts. He further inquired whether the 1000 shares which the directors had undertaken to pay upon by virtue of an agreement entered into by them had been paid? He contended that as the report read included matters of account, such portion of the report should be expunged, unless the meeting were at liberty to enter into the subject, and discuss the several items.

Mr. GALLOWAY (an ex-director) considered that the accounts to which Mr. Carvalho had referred had only for their object the illustration of the affairs of the company, and that they ought not to form subject of discussion, as the meeting was called for a particular object.

The SOLICITOR of the company here read the clause in the act which defined that the proceedings of the day must be confined to the specific object for which the meeting were convened.

In reply to a question from a proprietor, the CHAIRMAN stated that of the amount paid as deposits for land, &c. (the expenditure being about 40,000l.), the whole, or nearly all, would be lost, should the company not prosecute the undertaking. And in answer to Mr. Carvalho's query, with respect to the 1000 shares, he observed that four out of six of the directors had complied with the terms of the bond referred to. The liabilities of the company were about 300l. to 400l., and a deduction had been made from Mr. Richardson's bill of 250l. From a conversation which ensued, it appeared that for one-third of the line engagements had been entered into, but that the remaining two-thirds required the powers of an Act of Parliament, as no private contract can be made having regard to the interests of the company.

The report was then received and adopted, but few shareholders expressing their assent, although there were no dissentients.

Mr. ORMSBY GORE, M.P., expressed a wish to state to the meeting some particulars of his connection with the company; he observed that upon the first plan of the railway being brought to him, he expressed his dissent, and refused to be a party to the undertaking, when it was again brought him under a different form (viz., to carry the line above instead of below the surface), he accepted to take charge of the bill through Parliament, and notwithstanding seven oppositions, they succeeded in obtaining their act; he observed, that he had held his interest in the undertaking throughout; he commented very severely upon the conduct of the members of the committee in the House of Commons in the course they had pursued in throwing out the bill; he felt assured, that the opposition arose solely from individual interest, and had no doubt but that it would be traced to the proper source; he had some thoughts whether the directors of the London and Birmingham had not a project of their own in mind, with which the London Grand Junction company would interfere; he observed, that from the commencement of the company, he had put forward

his inability to attend the board from want of time; he had, however, overcome that difficulty, and ever since a cloud had hung over their interests, he had regularly attended.

Mr. GALLOWAY wished, before the adjournment of the meeting, to bear his testimony to the praiseworthy conduct of the directors; he considered that they had acted in a manner most admirable in watching over their interests, and begged to move that the thanks of the proprietors be given to the directors for their efficient services, which motion being carried unanimously, the meeting adjourned.

UNITED HILLS MINING COMPANY.

The annual general meeting of the shareholders of this company was held at the George and Vulture Tavern, on Wednesday, the 6th inst.

Sir T. TURTON in the chair.

The mining captain's report being read, the secretary submitted the directors' report; which stated that there was only a balance at the bankers of 150l.—but that this was satisfactorily accounted for by the large sum (3600l.) that had been laid out in the purchase of machinery, engine-house, &c. Relative to the 400 shares that had been kept back by the directors with the consent of the proprietors, as a reserve fund, the directors suggested that, in order that such shares should not be thrown upon the market, they should be divided among the shareholders in the shape of a dividend; to effect which, they advised that the shares be given at the price of 12l. 10s., the amount of the dividend to be 1l. per share. By the agents' reports, the directors were glad to see that as they got into deeper levels they should come into richer ground.

The CHAIRMAN observed, that the continuance of the lease had been agreed upon between the directors and Duchy officers individually, but not officially—that, however, he had no doubt would be shortly settled.

It was then resolved, "That the report and accounts be received and adopted."

Mr. BOURDILLON moved a resolution to the effect, "That the 400 shares be disposed of to the shareholders according to their interest in the mine, at 12l. 10s. per share, so as to constitute a dividend of 1l. per share, and if any surplus remains over, to be put apart for the ensuing dividend." This produced a long and animated discussion, in which the chairman took an active part.

Mr. GIBSON contended that these 400 shares should be either sunk in the capital of the company, or else that it should be set apart as a reserve fund to meet contingencies—he preferred the latter—certainly that no dividend should be declared therefrom. It formed part of the capital of the company, and he should strongly oppose declaring dividends out of the capital and not the profits; the effect would be that the value of the shares would be lowered, and that very likely a call might afterwards be required; he should move, as an amendment, "That the 400 shares should be merged in the capital of the company, and that no dividend should be declared therefrom." This was withdrawn upon Mr. TYERS moving, as another amendment, "That they be kept back as a reserve fund to meet any contingency of the company, and not to be sold without the consent of a special meeting of proprietors."

Some conversation ensued on the mode that should be adopted for dividing the 400 shares, supposing that measure were to be decided on, it was found that they could not be disposed of equally if all were divided, but that there would be a surplus.

Mr. D. CAMPBELL (a director) suggested that the shares should be sold, and that the proceeds should be divided among the shareholders, as a dividend of 1l. per share.

Mr. CLARK (a director) gave it as his opinion that they should be merged in the capital of the company, and that the company should consist of 3600 shares. He had no doubt that they would be best consulting their own interests if they disposed of them in this manner.

Mr. GIBSON thought it ought to be taken into consideration that there was a claim put forward by the assignees of Mr. Clark of 1000l., corresponding to the amount Sir Thomas Turton had from the company; now, if they disposed of these 400 shares, they would take away the means they had of liquidating such claims.

The CHAIRMAN expressed himself rather strongly upon this subject—thought his honour impugned—and wished to know why Mr. Gibson did not go to his attorney, if he thought himself aggrieved.

After some warm and irrelevant discussion, Mr. Bourdillon's resolution was read again, and Mr. Tyers' amendment was put, but lost by the chairman's vote, when a ballot was demanded thereon.

The chairman, who retired from the direction by rotation, was re-elected, and the auditors having been appointed, the meeting adjourned.

BRITISH NORTH AMERICAN BANK.

The second annual meeting of the proprietors of shares in this undertaking, which was established for the purpose of affording facilities to the trade of the British dependencies in North America, was held at the company's house, St. Helen's-place, on Tuesday, the 5th inst., for the purpose of receiving a report from the directors relative to the transactions of the bank for the last twelve months. The meeting was very fully attended by merchants engaged in the trade with Canada, New Brunswick, &c., who have taken an interest in the institution.

Sir ROBERT CAMPBELL, Bart., in the chair.

Mr. ATTWOOD, the secretary, read the report of the directors:—

After an interval of unparalleled embarrassment in the monetary affairs of the American continent, the directors were happy to be enabled to present a more favourable report of the progress of the bank than, under the circumstances might have been anticipated. The branches at Halifax, United States, and St. John's, New Brunswick, which were referred to in the last report as being then in preparation, were opened on the 11th September and 4th October last respectively, and the business transacted at those places, and at the branches opened previously at Toronto, Montreal, and Quebec, has been perfectly satisfactory, the Newfoundland branch alone having hitherto, from the small amount of its transactions, failed to realise the expectations which had been formed respecting it. Officers have been recently appointed for sub-branches at Fredericton, Miramichi, and Pictou, at which places the business of the bank will be shortly commenced, and the directors contemplate the opening of an establishment at Kingston, Upper Canada. Arrangements have been concluded with the Provincial Bank of Ireland, and with the Manchester and Liverpool District Bank, by which the greatest facilities are afforded to emigrants and others for the transmission of funds to America, through the branches and agencies of this bank. It has also been arranged between the directors of this bank and those of the Colonial Bank, that the branches of the two establishments shall be authorised to draw upon each other, which it is hoped will not only prove mutually beneficial, but also considerably facilitate the intercourse between the North American and West India colonies.

The directors have pleasure in stating that acts in favour of this bank have been now obtained from the provincial legislature of Nova Scotia and New Brunswick, containing all the powers and privileges for which they had applied. In the only remaining province, Lower Canada, where the disturbed state of the country had prevented the meeting of the provincial assembly, the expiration of the charters of the other banks has placed all banking establishments on a footing of legal equality, but the governor and special council having been invested with the requisite authority, the necessary application for an act in favour of this bank has been made with every prospect of a favourable result.

The report proceeded to advert to the fact that the deranged state of affairs in America had prevented such a demand for shares in the colonies as had been expected, but the directors had reason to believe that the capital of the company already paid up, would be sufficient for all purposes, for a considerable period, and that it was for the advantage of the institution, that the unappropriated shares should not now be issued. A special resolution had been passed by the directors that such unappropriated shares should be held by them for account of the company, and that no portion of them be issued until after the whole capital of 50l. per share be paid upon the shares which had been issued; but that after that period such unappropriated shares might be disposed of for the benefit of the company.

The derangement of the monetary affairs of the United States, having caused the banks in New York to suspend payments in specie on the 10th May, 1837, the example set by that city, the centre of so large a proportion of the business of the western hemisphere, was necessarily and simultaneously followed by almost all parts of the United States and of the British North American provinces. At that period the branches of this bank had not commenced the issue of their notes, and it has not since been deemed expedient to issue them except only in Newfoundland and Nova Scotia, where, from specie payments being continued, the same motive for withholding them did not exist. The detriment thus incurred by the want of a circulation has been counterbalanced by the profit resulting to the bank from the high rate of exchange during the last year, occasioned by the general

suspension of specie payments; and the directors have now reason to believe, from their latest advices, that their branches will shortly be enabled to commence the issue of their notes, and make their legitimate proportion of profit by their circulation.

The accession of the bank's capital to the money market of the colonies at a period of so much pressure, must necessarily have been felt as a sensible relief, and the directors doubt not that it will have increased the good feeling previously existing among the mercantile community in favour of this establishment. It is highly gratifying to notice that very few failures of consequence have occurred in the colonies, notwithstanding the trying times through which they have recently passed, and so far as they are at present informed, the directors have reason to believe that by none of them has this bank experienced loss, which they attribute to the judgment and discretion of their local directors and officers.

With reference to the result of the operations of the bank, now to be for the first time laid before the proprietors, it may be proper to remark that, on account of the distance at which the business is transacted, and in order to insure greater accuracy, it has been determined that the accounts shall be made up to the end of the year, viz., to the 31st December, 1837.

The branches now in operation were opened on the following days, viz., Newfoundland, 15th December, 1836; Montreal, 13th March, 1837; Quebec, 21st March; Toronto, 13th June; Halifax, 11th September; St. John's, N. B., 4th October.

The report then detailed the nature and the amount of the preliminary expenses, one-fifth of which had already been paid off, the remainder to be liquidated in the space of five years, and then proceeded to give the following summary of the accounts:—

The net profits to the 31st December, after deducting all current expenses in London and at the branches, a portion of the preliminary expenses incurred in the establishment of the company, an amount of premium for exchange sufficient to resist the most adverse circumstances, the capital back from the colonies to England, and an ample allowance for doubtful debts, is 21,169l. 17s. 7d., and the directors have much gratification in announcing that it is their intention to pay on and after the 5th July next, a half-yearly dividend of 3 per cent., being at the rate of 6 per cent. per annum on the paid-up capital in the bank.

After some conversation the report was adopted, ordered to be printed, and circulated among the proprietors.

In reply to questions from proprietors, the CHAIRMAN stated, that of the 3000l. per annum allowed to the directors by the deed of settlement, in the last two years only 1767l. had been taken by them. The total amount of the preliminary expenses incurred in the formation of the company was 8092l. 9s. 11d., of which 1618l. 10s. 6d. had already been paid off. The amount of balance in hand, after paying all current expenses, and one-fifth of the preliminary expenses, as well as the 3 per cent. declared upon the capital, was 10,762l., exclusive of the profits which had accrued since the 31st December last, the date up to which the accounts were made.

After some further conversation relative to the affairs of the bank, the thanks of the meeting were voted to the chairman, the directors, and to the colonial managers, and the meeting adjourned.

ESTIMATE OF AMERICAN STOCKS HELD ABROAD, PRINCIPALLY IN ENGLAND.

Louisiana Bank Stock and Bonds of the State	822,000,000
Pennsylvania State Stocks	16,000,000
Do. United States Bank	20,000,000
New York State	4,500,000
Do. City	1,500,000
Alabama State	4,500,000
Mississippi do.	2,000,000
Ohio do.	3,500,000
Maryland do.	3,000,000
Virginia do.	2,000,000
Illinois do.	2,000,000
Indiana do.	4,000,000
Florida Territory	1,500,000
Farmers' Loan and Trust Company, 5 per cent. Bonds	3,000,000
New York Life Insurance and Trust Company, do.	1,500,000
American do. do.	1,000,000
Mississippi Bank Stock	1,000,000
Tennessee do. do.	800,000
Delaware and Raritan Company and Camden and Amboy	
R. R. Company Bonds	2,000,000
Miscellaneous Stocks and Securities	14,200,000
	8110,000,000

GALVANIZED IRON.

We last week inserted the opinions of Dr. Tait on the subject of the patent zinc iron companies, we now give a communication by Mr. Peter Spence, manufacturing chemist, of Greenwich, on the same subject, and addressed to the Editor of the *Morning Chronicle*:—

"Having perused the communication of your correspondent, Dr. Tait, on the subject of the patent zinc iron companies, I was induced to repeat the experiments made by him for two reasons, which I shall state, not that I have the slightest personal interest in the success or non-success of any of these companies; but in the first place, it seemed to me that if the facts were exactly as he stated them, it became the duty of every person who knew any thing of the matter to do what he could to prevent the immense waste of money which these companies intend to outlay on a process which of course is worth nothing; in the second place, it seemed strange how the testimony of Brander, and other chemists of like respectability, could be got to the success of a process which Dr. Tait had so easily demonstrated (if correct) to be an utter delusion. Actuated by these motives, I proceeded as follows:—I took a small wedge of malleable iron, four inches long, three-quarters inch broad, and three-eighths inch thick, exposed it to the action of muriatic acid till freed from all oxide, then brightened two inches of the one end with emery-paper and oil, fused a quantity of sheet zinc, and raised it to a red heat; then, by two or three immersions of the brighter portion of the wedge, zincated about an inch of it; the line between the zincated and uncoated portion of the iron I left irregular; I then wetted the whole of the iron wedge, and left it exposed in a moist atmosphere; in twenty-four hours the uncoated portion of the iron was covered with a coating of red oxide, which approached in all points to within a quarter of an inch of the zincated portion of the metal; then the iron remained unacted upon, the line of oxidation following the irregularities of the line of zincing at about the same distance. From this, Sir, I infer that while the experiments of Dr. Tait are from some cause or other fallacious, that the experiments, or rather the deductions drawn from the experiments of the before-mentioned chemists, are not more to be depended upon. As far as I recollect, they bear that, while any portion of zincated surface remains, the whole sheet of iron will be protected. I conclude, on the contrary, that as soon as any abrasion or corrosion of the zincated surface takes place of half an inch diameter, or having a surface of iron more than a quarter of an inch distant at all points from any zincated surface, that then oxidation will commence immediately, and of course will extend as the zinc gets more corroded. On the merits of the process I do not further pretend to decide; it will of course depend entirely on the rapidity or slowness of the action of different substances on the coating of zinc. I should at least be cautious in outlaying capital upon it at present till time afford some more experience.—I am, Sir, your's respectfully,

"Greenwich, June 2. "P. SPENCE, Manufacturing Chemist."

EXCHEQUER BILLS.—In the House of Commons, on Thursday evening, an account was ordered, "showing the advances made in Exchequer Bills by the Bank of England, for the quarterly charge of the consolidated fund, in each quarter of the years 1832 to April 1838; stating the period at which each of such quarterly advances was paid off, and the total amount of interest paid to the bank on such advances in each year (in continuation of Appendix No. 66, to Bank Report in 1832)."

GOLD.—The medical properties of gold have lately occupied the attention of M. Legrand; and he is of opinion that this metal reduced to an impalpable powder, that its metallic oxides, and that the perchloruret of gold and sodium, possess in a very high degree the property of restoring vital strength, and of increasing the activity of the organs of digestion and nourishment.

HOPS.—MALT.—By a return just made to Parliament, it appears that the total number of acres of land in Great Britain under the cultivation of hops, in the year 1837, was 56,323; that the total amount of duty for the same time was 310,794l. 4s.; and that the quantity of hops exported in that year was 444,265 lb. That in the year 1837 there were made, in the United Kingdom, 5,068,842 quarters of malt; 460,415 were consumed by retail brewers, the rest by brewers and victuallers. And, lastly, it appears that in Great Britain, Ireland, and Scotland, there are 2743 brewers, 72,822 victuallers, 40,103 persons licensed to sell beer on the premises, and 5292 who are licensed to sell beer not to be drunk on the premises; and 17,192 who brew their own beer to be drunk on the premises; and 16,610 who are licensed to brew beer not to be drunk on the premises.

MEETINGS.

CALLS.

DIVIDENDS

1. The first part of the document is a letter from the author to the editor, dated 19th March 1964. The letter is addressed to the Editor of the *Journal of the Royal Society of Medicine* and is signed by the author, who is a member of the Society. The letter discusses the author's interest in the history of medicine and the importance of the Society's journal in this field. The author mentions that he has been reading the journal for some time and has found it to be a valuable source of information on the history of medicine. He also mentions that he has been thinking about writing a paper on the history of medicine and that he would like to know if the Society would be interested in publishing such a paper. The letter ends with a request for the editor's reply and a closing signature.

STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.

8, King William-street, City
D'Olier-street, Dublin
25, Regent-street, London.
Princes-street, Edinburgh.

CAPITAL—ONE MILLION.

W. Cory, Esq., Dep. Chair.
Lawrence Dorgan, Esq.
William Gunston, Esq.
Colonel Chris. Hodgson
Henry Lawson, Esq.
J. Barrett Lennard, Esq.
W. J. Richardson, Esq.
Frederick T. West, Esq.
George Whitehead, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Increasing rates of premium, peculiarly advantageous in cases where Assurances are effected by way of securing Loans or Debts.

Age of the assured in every case admitted in the policy.

Premiums may be paid Half-yearly or Quarterly.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium,—twenty years' scale:

Age.	Annual Premium for £100, payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
20	£ s. d. 1 0 4	£ s. d. 1 10 6	£ s. d. 1 10 6	£ s. d. 1 10 6	£ s. d. 2 0 8
30	1 0 4	1 12 11	1 19 6	2 6 1	2 12 8
40	1 16 8	2 5 10	2 15 0	3 4 2	3 13 4
50	2 17 0	3 11 3	4 5 6	4 19 9	5 14 0

By order of the Board of Directors,
W. WRIGHT, Secretary.

MANCHESTER AND LEEDS RAILWAY.—EXTENSION OF TIME FOR LETTING THE TODMORDEN AND MILLWOOD CONTRACTS.

Notice is hereby given, that the letting of the Todmorden and Mill Wood contracts, advertised for Monday the 18th June, is POSTPONED to Monday the 25th June, 1838.

JAMES WOOD, Chairman.

9, Brown-street, Manchester, June 8.

LLANGINOG LEAD MINING COMPANY,

near Llanfyllin, Montgomeryshire.

Capital £25,000, in 2500 shares of £10 each.

(Paid-up capital £5 per share, in 500 scrips of five shares each.)

DIRECTORS.

Edmund Lionel Wells, Esq.
John K. Sutton, Esq.
John Cooke, Esq.
John Hughes, Esq. (Resident Director, Belmont House, Llanginog.)

MANAGING AGENTS.

Mr. J. S. Smith.
Mr. John Holmes.

INSPECTING AND CONSULTING MINING CAPTAINS.

Mr. H. F. Stephens, St. Agnes (Agent for the Cornubian, Wheal Elizabeth, Great Garras Mines, &c. &c., Cornwall); Mr. W. Thomas, Camborne (Agent for the Polgine and Condor Consolidated Mines).

Bankers—North and South Wales Bank, Liverpool; and Branches in Wales; and the London and Westminster Bank, London.

The Llanginog Lead Mines, in Montgomeryshire, are of historical record, and so well known as a Mining District of first importance, that it becomes unnecessary to develop in detail all the recommendations which it has to public patronage and support. It is only necessary to observe, that these Mines were at one period the richest in the kingdom, and were formerly worked by the ancestors of the present Lord Clive, who has preserved documents which show that the family realised upwards of One Million Sterling by their successful prosecution.

It appears from these records of the ancient working, that these Mines produced £20,000 per annum for more than forty consecutive years.

The above Mines were suspended solely in consequence of being overpowered by water; the use of machinery, at that period, for the draining of Mines, not being sufficiently understood, to carry the works to any great depth. During the workings of more recent date, water wheels and hydraulic machinery have been erected, by means of which the engine-shaft has been sunk to about 190 yards in depth—the adit level extended more than half a mile in length, and upon which an iron railroad has been laid down, on which the ores and attle are brought to surface with comparatively trifling labour.

These Mines are now in a fair course of working, producing very good lead ore, the stock of which, to the 1st of June inst., is computed at about 100 tons ready for market; the produce of which it is agreed shall merge into the capital stock and funds of the present company.

In order to prosecute these Mines with that effect which their prospects merit, and which corresponding returns fully justify, it is requisite to sink the main engine-shaft some twenty or thirty yards deeper, perpendicularly, which will give to the working machinery a sufficient increase of power to drive levels under a rich course of lead ore, already discovered in the bottoms, and also to extend several levels and cross-cuts on various lodes to the south, which have already produced large quantities of ores, worked out from the rise of the hills, at surface.

The outlay of the present company, in the erection of the requisite machinery and water wheels—forming a well supplied water-course for six or seven miles in length, driving the adit level, and laying down the railways, &c. &c. amounts to £10,000, but as the principal object of the present proprietors is to prosecute these mines with increased power and capital, they have engaged to take a one-half share in the present company, and merely to dispose of the other half interest for the extension of the mines; subject, however, to the liberal condition, that their shares shall be equally valuable with those of the public for their proportion of future costs and workings.

For this purpose, it is proposed to form the present company into 2500 shares, representing a nominal capital of £25,000, upon which £5 per share is to be paid; one half of which, viz. £2 10s. per share, is to be paid for the purchase, and the other £2 10s. per share, to constitute the working capital of the said mines from the 1st of June inst.; and which fund, according to estimate, will be amply sufficient to bring the mines into a state of yielding large profits, and regular dividends.

The mines are held under a lease of twenty-one years from Lord Clive, at the very moderate dues or royalty of ten shillings per ton of ore, and the sett contains several very promising and extensive lodes, one of which is nearly five yards wide. Application for shares to be made prior to the 16th of June inst., to Mr. J. S. Smith, Mine Agent, 71, King-street, Manchester; or to Mr. J. F. Holmes, Mine Agent, Cook-street, Liverpool.

GADDAIR COPPER MINING COMPANY, Anglesea.

Nominal capital £30,000, in 6000 shares of £5 each. £2 per share paid up.

DIRECTORS.

Edmund Lionel Wells, Esq.
John K. Sutton, Esq.
John Cooke, Esq.
John Payne, Esq. (Resident Director).

(With power to add two to their number.)

MANAGING AGENTS.—Mr. J. S. Smith, and Mr. J. F. Holmes.

INSPECTING AND CONSULTING MINING CAPTAINS.

Mr. H. F. Stephens, St. Agnes (Agent for the Cornubian, Wheal Elizabeth, Great Garras Mines, &c. &c., Cornwall); and Mr. Wm. Thomas, Camborne (Agent for the Polgine and Condor Consolidated Mines).

BANKERS.

North and South Wales Bank Liverpool, and Branches in Wales; and the London and Westminster Bank, London.

These mines are situated to the west of Parys Mountain, and are well known to several practical men and others engaged in mineral pursuits, as a set of ore of importance, and estimated by them to be of no less value than the celebrated Parys mine, which has realised many millions to its noble proprietors. The Gaddair, as well as the Parys mine, was the subject of a singular prophecy, well known in the Principality, of the celebrated seer Robin Ddu, "who lived towards the close of the sixteenth century, and was remarkable for his dark sayings;" which prediction, as respects the Parys mine, has been wonderfully fulfilled, the produce being so great, that the quantity actually influenced the market price of copper throughout Europe for a long period.

This sett contains nearly 700 acres of rich mining ground. Four great courses or champion lodes, besides a number of strong veins and tributary strings, are traced running the whole extent, evidently of the same character as those of Parys Mountain; two of them lying to the north, and the others to the south side of Gaddair.

One of the levels has been driven upwards of 220 yards under a covering of about 100 yards. In ten yards from the entrance of this level, several tons of copper ore have been obtained, and the metal is left in it, both above and below, for future operations. In sinking a shaft sixteen yards deep, upon the same lode, 500 yards distant, a similar result ensued, and a quantity of copper ore was raised saleable at £23 per ton.

On the south side, in another level driven about 100 yards under a covering of eighty yards, copper was found, and proved bearing up to the surface. From this level a cross-cut may be made so as to intersect the two great lodes.

In this part of the ground, the main lodes are closing so rapidly on each other that a junction of the whole must take place at the terminus of which there is little or no doubt an immense body of ore will be discovered.

In addition to the metals, the mineral water is found to possess a corresponding property with those of Parys mine, and in the deep ground, is expected will be equally valuable in yielding copper by precipitation.

There is antimony and manganese, fire clay, and yellow ochre, immense rocks of china stone suitable for the Potteries (for one of which £400 has been offered and refused) and beautifully variegated or serpentine marble, which has already been opened upon, and may become a source of considerable profit.

To set forth the real value of this extraordinary ground, which has been very appropriately termed "a perfect mineral garden," it would require too elaborate a statement for the compass of a prospectus; in fact, it ought to be viewed by those who are acquainted with Mineralogy, to be sufficiently appreciated. Considerable expense has been incurred during several years devoted to the prosecution of discoveries alone, which only require a reasonable additional outlay to make them of immediate advantage to the present company. The want of adequate funds to attain that object is the only reason of this mine being parted with by the late proprietors; and without the stipulation that one-fourth of the shares should be appropriated to them on the same terms as the allotments to the public it could not have been obtained, and even now nearly one half of the remaining shares may be said to be already engaged.

It is now intended to form these mines into a Company representing a nominal capital of £30,000, in 6000 shares of £5 each per share, subject to a deposit of £2 per share, one half of which (or £1 per share) being to be paid to the late proprietors, as purchase-money, upon a regular assignment of the lease and property being made to trustees for the present company.

The Gaddair is within a few hours journey from Liverpool, so that shareholders may at any time convince themselves of the correctness of the management, the economy of the expenditure, and the prospects of the mine; while in distant adventures very few have time at their disposal to make themselves personally acquainted with the proceedings.

Application for the remaining shares to be made to Mr. J. F. Holmes, Cook-street, Liverpool; or to Mr. J. S. Smith, Mine Agent, 71, King-street, Manchester.

NATIONAL COGNAC BRANDY DISTILLERY COMPANY.

The Brandy manufactured by this company is undistinguishable from Cognac Brandy, and not only possesses its flavour, but also the same beneficial qualities, for which Foreign Brandy is so invariably recommended by the Faculty. Certificates, verifying the facts, have been already published from W. T. BRANDE, Esq., F.R.S., Professor of Chemistry to the Royal Institution, &c.—J. T. COOPER, Esq., Lecturer on Chemistry and Forensic Medicine in the Webb-street Medical School, &c.—T. GRAHAM, Esq., F.R.S., Professor of Chemistry, University College, &c.—G. D. LONGSTAFF, Esq., M.D., Lecturer on Chemistry, Materia Medica, and Pharmacy; formerly director of the Laboratory of the University of Edinburgh, &c. The Brandy, of the highest legal strength, either pale or brown, is 18s. per gallon, for cash, on delivery, in quantities of not less than two gallons.—A liberal discount to the trade.

HENRY STOKES, Manager.

18, King-street, Snowhill (leading from Holborn to Smithfield).

PUBLIC COMPANIES.

MEETINGS.

London and Croydon Railway	London Tavern	June 12	1.
London and Havre Steam	Office	14	1.
General Cemetery	Office	14	1.
St. John del Rey Mining Company	8, Tokenhouse-yard	15	1.
Cornubian Lead and Silver Mine	London Inn, Devonport	18	12.
Colombian Mining Association	8, Freeman's-court	21	2.
Canada Company	Office	21	1.
Law Life Assurance	Office	23	11.
Gas Light and Coke Company	Office	23	11.
South Wales Leisure Mining Company	2, St. Mildred's-court	26	2.
Perran Consolidated Mining Company	2, St. Mildred's-court	27	2.
Minas Geraes Mining Company	8, Tokenhouse-yard	29	2.
Mutual Life Assurance	37, Old Jewry	July 2	1.
Wheal Lenoy Mining Company	White Hart, Launceston	3	6.
Atlas Assurance	Office	4	1.
Redmoor Consols Mining Company	2, St. Mildred's-court	4	12.

CALLS.

Union Bank of Australia	24, June 11	Glyn, Halifax, and Co.
South Polgoth Mining Company	24, June 12	Office; Borrow, Truro.
John Gilbert Mining Company	10s.	15, Grylls, Redruth; Hore, Lond.
Eastern Counties Railway	24, June 16	London & Westminster Bank.
Kellverris Mining Company	10s.	28, Lubbock and Co.
West Treavean Mining Company	10s. July 1	Sir J. W. Lubbock and Co.
East Wheal Strawberry	10s.	2, Vere, Sapte, and Co.
Blaenavon Iron and Coal Company	16, June 16	As former calls.

DIVIDENDS.

Eastern Coast of Central America Co.	4s. per cent.	July 1.
Bank of British North America	3 per cent.	7, St. Helen's-place.
East London Water-works	Office	10.
Commercial Bank, New Orleans	7 per cent.	London Sepember 30.
Standard of England Assurance	5s. per cent.	Half-yearly.
Llanelli Railway and Dock Company	4 per cent.	

NOTICES TO CORRESPONDENTS.

We have received our correspondent's (J. D.) letter, which shall have early attention by a post communication; his offer would be cheerfully accepted. Subscribers requiring alteration in their address, should direct instructions to the bookseller or news-agent through whom they receive the Paper.

We have received Mr. Henwood's communication, and shall feel obliged by the further information which he promises.

THE MINING JOURNAL,

And Commercial Gazette.

LONDON, JUNE 9, 1838.

The vast importance of the coal trade of this country, and its intimate connexion with the high station which we hold as a manufacturing and commercial nation, are facts too well established, and too obvious, to require preface or remark. Of all the mineral products of the earth, there is none so valuable to us as coal: its abundance compensates, in a great degree, for the coldness and variability of our climate; and when applied, through the medium of the steam-engine, to set in motion the infinitely varied mechanism which has been contrived by the ingenuity of our countrymen, it supplies a power whose equivalent in human labour the narrow limits of the British islands would be totally inadequate to maintain.

Connecting, as we ever ought to do, our present "high and palmy state" with the abundance of this invaluable mineral, and the skill and economy with which it is extracted from the mine and applied to the purposes of art, all statistical details which relate either to its production, its consumption, or the future prospects of supply, become subjects of much interest to those who take an enlarged and comprehensive view of our present position; and in some cases such knowledge is even of local importance to those whose ideas are comparatively limited and circumscribed.

In collecting information of this nature, much labour and much talent has accordingly been devoted; yet those who are conversant with the subject, will be ready to admit that there is still an ample field for exertion, and that much more is still required to be accomplished before we can consider the subject of our coal deposits, and the trade arising from them, to have been so thoroughly examined, and so lucidly and accurately exhibited, as the importance of the subject demands. On the extent, the structure, and the remaining stores of our coal fields, the labours of geologists have thrown considerable light. Parliamentary returns, although in many respects necessarily deficient, contain much valuable information respecting our coal trade, but chiefly confined to sea-borne coal, whether for home or foreign consumption. The services of many individuals, who have presented us with accurate and laborious descriptions of particular districts, are also deserving of honourable mention; and although less perfect than could be wished, the sources of information which we have pointed out are not only of the highest value in themselves, but capable of being combined into a still more valuable whole.

This, however, is a labour which we have but little expectation of seeing accomplished; not from any deficiency of the knowledge and ability required for the task, but because the encouragement which is necessary to stimulate its execution, would, we fear, be looked for in vain in this great mineral country. Perhaps at some future time a more propitious era for mining literature may arrive, and in the mean while we must receive with pleasure every casual addition to our present information on the subject.

With these sentiments we have read with interest a valuable article which appeared in a late Number of our contemporary, the *Cambrian*, in which the Parliamentary returns respecting the coal trade for the last year, are accompanied by a brief but able sketch of the present position of our most important coal districts, and more especially of the Great South Wales Basin, with which the writer is evidently well acquainted. The importance of this district is well known: the vast extent to which the manufacture of iron is there carried on, and the enormous stores of coal for consumption in future centuries, have long drawn attention to it, while recent circumstances have contributed to give it new features of interest. The discovery of Mr. CRANE, so fully noticed in our Journal about a twelvemonth ago, of the applicability of stone-coal to the smelting of iron ore, and the increasing use of the South Welsh coal for steam-vessels—a purpose for which its superiority is now fully acknowledged, have latterly combined to stamp even a greater degree of importance on the district than at any

former period. We propose, therefore, to resume the consideration of the article alluded to in our next Number, when we shall examine at some length the principal results at which the writer has arrived in the course of his investigation of the subjects treated upon.

The present summer will form an important era in the history of railway communication, having already been distinguished by the partial opening of three great lines, radiating in various directions from the Metropolis. The commencement of permanent traffic upon the London and Birmingham line took place but two months since, and the Southampton and Great Western have quickly followed upon it, thus rendering the country for a considerable extent around London accessible to its crowded population, either for business or recreation, by a mode of travelling the most agreeable and expeditious.

Of the opening of the Great Western Railway, which took place on Monday last, an account will be found in another part of our columns, and it will be seen that the event passed off in a most auspicious manner. The working of this line will be looked to with great interest by engineers, as testing the value of the principles which Mr. BRUNEL has here brought into action. We are indeed disposed to believe that a higher rate of speed will be attainable on this railway than on any other, and that it will be the first to exemplify the maximum velocity of which railway communication is susceptible. The correctness of this conjecture, time will, however, shortly either confirm or disprove.

As connected with the progress of this work, we would here offer a remark or two on the late failure of a contractor on the line, and the state of distress and excitement produced among the men employed, in consequence of the circumstance. The prompt and judicious measures employed by all parties on the occasion, and which soon had the effect of restoring tranquillity, and of inducing the men to resume their work, are deserving of the highest commendation; but the necessity of adopting such measures as may be best calculated to avoid a recurrence of the evil, must now be fully apparent, as the present is not the first instance which has occurred of distress and insubordination induced by the failure of contractors.

It is, indeed, an evil of serious magnitude, for large bodies of men having no resource whatever beyond their daily labour, to be thus liable to be suddenly thrown into a state of destitution, and of too well-founded irritation. Not only might great injury be done to the works by a misguided mob, but great alarm and apprehension must under any circumstances ensue to the peaceable inhabitants of the neighbourhood. The best mode of preventing a recurrence of such tumults is a matter deserving of the serious consideration of railway directors and engineers. We would suggest, that in all future contracts, a provision be made for this purpose, and that a sum equivalent to the wages of the men, say for a fortnight, be paid into the hands of the company, in order to be thus applied, in case of the contractor becoming insolvent. If objection be made to this plan, we hope that a better one will not only be at once proposed, but as soon as possible carried out in practice.

It will be observed with interest that a state of sound and healthy activity now prevails throughout the iron trade, and that the depression which existed a year or two ago has been succeeded, not merely by a temporary revival, but by a real and permanent improvement, extending to every district where this manufacture is carried on. We believe the state of the iron trade to afford a tolerably correct indication of the commercial prosperity of the country; for when this branch of industry is depressed, it is hardly possible for any other to be flourishing. The announcement, that "so far from stocks accumulating, or orders being less abundant, the leading manufacturers were not able to accommodate their connexions to the extent required," must be received with pleasure, and affords the strongest assurance of the continued prosperity of this important branch of mining industry.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols have, during the week, undergone little or no variation, having closed at 95½. The Three-and-a-Half per Cent. Reduced Annuities 101½. New Three-and-a-Half per Cent. 103. Bank Stock 204½ money, and India Stock for account 270½. The premium upon Exchequer Bills steady, closing at 68.

Portuguese New Five per Cent. 36½, and the Three per Cent. 24½. Spanish Bonds, with the May Coupons, 22½; Passive 4½; and Deferred 8½. Brazilian 79½; Colombian 27½; Mexican Five per Cent. 19½, and the Six per Cent. 24½. Dutch Two-and-a-Half per Cent. 55½; Old Fives 100½; and the Old Loan 99½. Belgian Bonds 101½; and Danish 75½.

Railway Shares generally are lower, with some business doing. Great Western closed at 26 27 pm.; London and Brighton ½ pm.; and Blackwell ½ pm. Claridge's Asphaltum Shares 4 5 pm.; British ditto ½ pm.; and United States 1½ pm. Australasian Bank Shares 26 pm.; ditto New 17 20 pm.; British North American Bank 4 pm.; and the Union Bank of Australia 3 pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 95½; Exchequer Bills, 68 70 premium; East India Bonds, 74 76 premium; Dutch Five per Cent., 100½ 1½; Ditto Two-and-a-Half per Cent., 55½; Portuguese Five per Cent. 36½; Ditto Three per Cent. 24½. Railways:—Brighton, ½ pm.; Great Western, 26 27 premium; London and Birmingham, 83 85 premium, New, 24 25 premium; Southampton, 42½ 3½ per share; New, 18½ 9½ prem.; York and North Midland, 1 dis. to par.

REDRUTH, JUNE 7.—Average standard, 110l. 13s. 0d.—Average produce, 7½.—Average price, 5l. 19s. 0d.—Quantity of ore, 3564.—Quantity of fine copper, 281 tons 8 cwt.—Amount of money, 21,338l. 11s. 6d.—Average standard of last sale, 114l. 0s.—Produce, 7½.

LIVERPOOL SHARE MARKET, MAY 31.—The market is exceedingly dull to-day, and the few transactions are in small lots. June 1.—The market is miserably dull to-day; nothing doing. 2.—The market is a shade better, and prices are steady, at the quotation. 4.—There is decidedly a better feeling in the market to-day, and holders of shares are unwilling to give way at the quotation. 5.—The market is to-day exceedingly flat again, and scarcely anything has been done. 6.—The market is much the same as yesterday; very little doing.—Gore's *Liverpool Advertiser*.

THE IRON TRADE.—The iron masters held a meeting on Wednesday last, at Wolverhampton, the object of which was to communicate information as to the general state of the trade in England, Scotland, and Wales, when it was found, that so far from stocks accumulating, or orders being less abundant, the leading manufacturers were not able to accommodate their connexions to the extent required; and the majority were disposed (if it had been the regular quarterly meeting) to have proposed an advance on present prices; this motion was postponed for a month, and no alteration was made either in price or production.

MINING CORRESPONDENCE

ENGLISH MINES.

BRITISH TIN MINING COMPANY.

June 4.—*Twelve Fathom Level*.—The ground in this cross-cut continues rather unfavourable, but letting out more water. *Trelavour Adit*.—Nothing new—engaged in clearing the adit shaft. J. BRAY.

GWINEAR MINING COMPANY.

June 2.—We have cut the wall of the lode at the thirty fathom level; we have not seen much of it as yet, but hope to report favourably of it in my next. The twenty fathom level west produces some good tin stuff. In the stopes in the back of the said level the lode is three feet wide—good tin stuff. In the stopes in the back of the said level the lode is eighteen inches wide, producing some very good work. Our stamping-mills are doing well. C. H. RICHARDS.

ST. HILARY MINING COMPANY.

June 2.—*Seventy Fathom Level West*.—Lode eighteen inches wide, producing one and a half ton of ore per fathom. *Seventy Fathom Level East*.—Lode sixteen inches wide, producing one ton of ore per fathom. *Sixty Fathom Level West*.—Lode eight inches wide, producing good ore. *Sixty Fathom Level East*.—Lode thirty inches wide, with some good stones of ore. *Fifty Fathom Level East*.—Lode ten inches wide, with stones of ore. The pitches are looking tolerably well. C. H. RICHARDS.

UNITED HILLS MINING COMPANY.

June 2.—*Sinking Eastern Diagonal Shaft, under the Adit Level*.—Lode three feet wide, eighteen inches good for ore. *Twenty-five Fathom Level East of Diagonal Shaft*.—Lode two feet wide, producing stones of ore, and a very favourable appearance. *Twenty-five Fathom Level West of ditto*.—Lode three feet wide, with stones of ore in the gossan. *Thirty-five Fathom Level East of ditto*.—Lode two feet wide, and ore of an excellent quality. *Adit Level East of ditto*.—Lode three feet wide, one foot on the north part good ore. In stopping the back of adit west, of eastern Diagonal-shaft, the lode is four feet wide, two feet of which is good ore. In rising from the ten fathom level against the eastern Diagonal-shaft, the lode is three feet wide, with good stones of ore. *Twenty Fathom Level (east of Diagonal-shaft)*.—Lode three feet wide, and coarse in quality. *Thirty Fathom Level (east of ditto)*.—Lode three feet wide, and coarse in quality. In sinking William's engine-shaft, under the thirty fathom level, the lode is four feet wide, although not solid throughout. In stopping the back of the thirty fathom level, the lode is two feet wide—very good ore. *Thirty-six Fathom Level (east of Turton's shaft)*.—Lode large, but coarse in quality. In the thirty-six fathom level west of ditto, the lode is large, with good stones of ore. In the thirty-six fathom level east of the north cross-cut, the lode is small, but produces very good stones of ore. C. PENROSE.

CORNUBIAN MINE.

Chicerton, June 5.—We have drawn up the lift in the old engine-shaft, and we are about to put the same down in the new engine-shaft, as the water is too powerful at the thirty-two fathom level for the lift that we have there. Our twenty-four fathom level, on the west caunter, never looked so kindly as it does at present—I think that we shall have a good lode there soon. Our twenty-four fathom level east, on the Chiverton lode, we have just commenced driving on it; we have a large promising lode there. I hope our tributers will get on well this month. J. BORLASE.

EAST WHEAL STRAWBERRY MINING COMPANY.

June 4.—Our anticipations were realised on Tuesday last, by Groult's engine being again put into motion, as you were led to expect, and is now working very steadily. At Orchard eight fathoms are forked, and is now working; we hope to resume the working of the pitches at the nine fathom level, and by the end of the week the sixteen fathom level will be in a similar position. At Trewhith we have forked from five to six fathoms, and are in a great house of water, yet we have every reason to think the mines will be in fork in the course of the present month. F. EVANS.

PERRAN CONSOLIDATED MINING COMPANY.

June 2.—Since my last, of the 19th inst., we have been rising the diagonal-shaft from the thirty to the twenty fathom level, and it will require to complete the same, including cutting plat, &c., against the middle of the present month; in consequence of our doing that work we have not driven the thirty fathom level for the last fortnight. I am sorry to say, however, in the last few fathoms driving, both there and at the forty fathom level, we have not seen the least improvement. I may add, also, that the lodes in the south cross-cut and at Rose are still unproductive. Our tributers are working diligently, and raising sufficient lead we hope as will allow them wages. R. ROWE.

TAMAR SILVER LEAD MINING COMPANY.

June 4.—The parcel of silver lead ores, computed sixty-five tons, was sold on Monday last to Messrs. Robert and William Mitchell, at 15s. 13s. per 21 cwt., dry ore, and was sampled on Saturday. The ground being at present very hard in the south end, at the 135 fathom level, our progress is greatly impeded; the lode, however, continues to produce silver lead ores. In the winze sinking from the 125 to the 135 fathom level north of the shaft, the lode is about a foot and a half wide, producing silver lead ores. In the south end, at the 105 fathom level, the lode continues much disordered, and at present unproductive. In the winze sinking from the eighty-five to the ninety-five fathom level south of the shaft, the lode is one foot and a half wide, with several small branches of silver lead ores; the winze is sunk about four fathoms and a half. We continue to rise good work from the south end of the eighty-five fathom level, and the lode is about a foot and a half wide. The new shaft at North Tamar is sunk about two fathoms. M. JAMES.

TINCROFT MINING COMPANY.

May 30.—I can only say, by way of report to-day, that the lode in the engine-shaft continues good for tin, the 132 rather improving for copper, and that the 81 is yielding some good work for copper, though the lode is rather small; other tubwork bargains continue much the same as usual. The tribute department does not present quite so good appearances as it did last week, but it is coming against survey day, and tributers make their pitches look so bad as possible against that time. Our copper ore will be sold to-morrow, and tin the following day, at Messrs. William Harvey and Co., Angarrack and Co., and Bolithos and Co. W. PAUL.

POLBREEN MINING COMPANY.

June 2.—Having just now returned from my eastern excursion, I beg to hand you the following as my report of this mine:—We are still continuing the cross-cut south of Stainsby's engine-shaft, and find no alteration; the ground, however, is favourable for driving. At Vice's Flat-rod engine-shaft, twenty-two fathom level going south, the ground is more easy than it has been for some months past, and should it continue so, we shall in a short time intersect the copper lodes. We have commenced driving west on Bowl and Butt's lode lately cut in this level, it is about ten inches wide, producing very good work for tin. The east and west ends at this level, on Dorcas's lode, remain without alteration; the lode is small and rich. The twelve fathom level driving west of Vice's shaft, on Dorcas's lode, is about eight or nine inches wide, producing some tin, at this time not so productive as mentioned in former reports. Our tributers department looks as well as stated in my last report—very well. RICHARD ROWE.

REDMOOR CONSOLIDATED MINING COMPANY.

Calington, June 4.—In reporting to you the present prospects of these mines, I beg to say, the lode in the sixty fathom level north, is from eight to ten inches wide, and rich for silver lead ores; going south at this level, the lode is about six inches wide, producing good work for lead. In driving east, on Johnson's lode at this level, the lode is from ten to twelve inches in width, yielding excellent work for tin. At the fifty fathom level north, the lead lode is decidedly improving, both in size and quality; and at the fifty fathom level south, the lode is about eight inches in width, chiefly composed of munda and quartz, with some good stones of lead ores. It is pleasing to say, the character of the lodes are still very encouraging; Johnson's winze-shaft, the men are engaged in timbering the said shaft from the twenty to the thirty fathom level—all other operations continue without much variation. S. HARPER.

WEST WHEAL JEWEL MINING ASSOCIATION.

June 4.—*The Forty-two Fathom Level East* (from Buckingham's engine-shaft).—Lode about fifteen inches wide, composed of fluor-spar, peach, and yellow ore. *The Forty-two West*.—Lode about twelve inches wide, composed of fluor-spar, peach, and munda, mixed with a little ore. Since receiving the secretary's letter of the 23d ult., we have dialed Buckingham's Diagonal shaft and the thirty cross-cut south, and we believe one of the two lodes last cut in the thirty, to be what we call the Great Wheal Jewel lode, but as the cross-course hereabout is very wet and soft, it may be disordered while against it, and as the other branches are sometimes gossan and sometimes ore, there may be ore a little to the east or west of where they are cut. Our reasons to expect ore on these lodes is, the water coming from it makes the timber and ground very green, but no miner can as yet positively say whether it is the real lode in Wheal Jewel or not. *The Thirty East, on the middle branch*.—Lode about six inches wide, rather improving for ore, and will pay for driving. *The Thirty East, on the south branch*.—Driving by the side of it for the last week, it appears to increase in size, and will be taken down this week so as to report upon it next. *Wilkinson's Engine-Shaft*.—We have taken down the lode this week, it is about three and a half feet wide, composed of gossan, producing very excellent stones of grey and yellow ore, and we scarcely break a stone of the lode but is spotted with ore throughout. The tributers will sample their ore on Wednesday next, say about twenty tons. M. WILLIAMS.

ENGLISH MINING COMPANY.

Great St. George, June 5.—I beg especially to direct your attention to the report given of the fifty-two fathom level—Wheal Prudence.—At the time this level was resumed, a month or two back, the lode, though promising, was comparatively unproductive: it is now calculated to be worth 20s. per fathom—this is very encouraging. A marked improvement is also to be seen in Campbell's shaft, at St. George, and the report, you will find, speaks well of the ninety-six fathom level east. At Wheal Leisure several extraordinary improvements occurred in the tributers ground during the past month; and it being a five weeks' month, larger wages was obtained by those whose ground was improved. You will observe Wheal Friendship is still working. The captains' tell me that the gossan eastward is very fine; descending, as this does, into the valley, it is proposed that we drive some short distance in that direction; should it improve, or continue in fact even as it now is, the agents are of opinion that during the summer months an endeavour should be made to sink some ten or twenty fathoms under adit, by which a fair trial would be given the lode. H. HUMPHRIES.

HOLMBUSH MINING COMPANY.

June 4.—The ground in the engine-shaft is still hard. In the eighty fathom level west we are in contact with a large bed of spar and capel, which has greatly tended to disorder the lode. We find it much disseminated into small branches, and the ground hard for driving. In the western stopes, at the back of this level, there is no alteration; the men have been for the last week desuing the lode. The lode in the eastern stopes, at the back of this level, is improved since my last—now about two and a half feet wide, worth 10s. per fathom. The lode in the seventy fathom level west is about sixteen inches big, chiefly composed of munda and quartz, with a small portion of copper ore interspersed throughout. The ground in the seventy cross-cut south, towards Flapjack lode, is still very favourable for driving, and are also here making rapid progress towards the lode. The lode in the sixty-two fathom level west is just as last reported—at present poor. I have the satisfaction of informing you that the lode in the fifty-two fathom level west is much improved in the last week, worth now about 10s. per fathom, and has every indication of being a productive lode. Our tribute pitches are just as usual, the greatest part looking well. F. PHILLIPS.

RAILWAY INTELLIGENCE.

LONDON GRAND JUNCTION RAILWAY BILL.—Mr. T. Duncombe reported, in the House of Commons, from the committee on the London Grand Junction Railway Bill, who were empowered to proceed by the resolution of the House of the 9th day of March last, and to whom several petitions against the said Bill were referred, that the standing orders relating to railway bills did not apply to the present Bill, the application being only for the purpose of extending the time for the purchase of land, and for altering and amending the provisions of the former Act; and that they had considered the said petitions, and had heard counsel upon two of them, and had also heard counsel in favour of the Bill; and that they had examined the allegations contained in the preamble of the Bill, but that the same had not been proved to their satisfaction.

LONDON AND SOUTHAMPTON RAILWAY.—During the first week after the opening of this railway, upwards of 5000 persons travelled by it; and during the second week the number of passengers exceeded 10,000. In the second week the Epsom races increased the number of passengers very considerably, and would have added 3000 or 4000 more to the number, but for the tumult which occurred at the terminus at Nine Elms, on the Derby day, which prevented the carriages for some time from going at all. It appears, however, that the regular and steady traffic on the railway is increasing day by day. The traffic on the road referable to the part already opened, considerably exceeds the estimate formed by the directors and published in their report. The smoothness of the road, and the comfort and elegance of the carriages have been universally remarked. The only deficiency is a want of sufficient locomotive power, an evil of which almost all railways have to complain at their first opening.

NEWCASTLE AND CARLISLE RAILWAY.—We are extremely glad to hear that no doubt exists as to the practicability of opening the whole line of the railway on the 18th of June.—*Carlisle Patriot*.

GREENWICH RAILWAY.—COMPENSATION.—At a Court of Compensation held before the Recorder of London on Saturday last, at the Town Hall, Southwark, the sum of 1100l. was, by consent, awarded to the guardians of the Southwark union, as compensation for a part of the work-house of St. Olave's, taken down in order to construct the railroad upon its site.

FRENCH ADJUDICATION.—The proprietors of land over which the railroad to Versailles, on the right bank of the Seine, is to run, appear to be very exorbitant in their demands for compensation. One of them required no less than 18,000l. an acre for a portion of his kitchen garden, and 10000l. for an asparagus bed that was upon it. The company offered him 12,000l. This being refused, they went before a jury, who awarded no more than 10,000l. for his ground, and 500l. for his asparagus bed.

RAILROAD FROM PARIS TO BELGIUM.—This railroad excites public attention to the highest degree in the departments of the Oise, Somme, Pas-de-Calais, and Nord. The municipal councils of Amiens and Arras have decided that these towns should have an interest in the railroad, the first for 1,000,000 and the second for 500,000 francs; and we understand that the municipal council of Beauvais has adopted a similar resolution.

RAILROADS IN AUSTRIA.—The works in the Emperor Ferdinand's north railroad are proceeding with great diligence since the fine weather commenced; and there is reason to expect that it may be completed to Moravia, perhaps to as far as Brunn, in the course of the year. The preliminary operations for the railroad from Vienna to Raab are likewise begun. Between Baden and Wiernernstadt, the proper direction of this railroad was through a part of the garden of Dorman, the private property of his Majesty the Emperor. The directors, however, out of respect to his Majesty's property, intend to make the road deviate a little from the direct course. But the Emperor Ferdinand, being informed of this intention, immediately ordered that the road should pass through his garden; and that if any inconvenience should arise, as may happen from expropriation of this nature, he would submit to them equally with the meanest of his subjects.

THE LONDON AND BIRMINGHAM RAILWAY.—On Thursday the following lamentable occurrence took place on this railway, about two miles from Rugby:—It appears that a very industrious man, whose name did not transpire, was employed upon the railroad for what is (technically) termed "raising the sleepers"—that is, securing the rails upon which the carriages run from sinking into the newly-formed earth. The train had scarcely left Rugby before a gentleman, Mr. Harrison, from Dublin, happening to look out of the window of the carriage, exclaimed, "My God, that unfortunate man will be run over." At this period the engine was working at about the rate of twenty-five miles an hour, and the poor fellow was about a quarter of a mile in advance. Several gentlemen shouted to the engineers and others, but unhappily without effect; the plough of the engine struck the man, and life must have been extinct instantaneously. To whom blame or censure is to be attached it is impossible to say; it appears, however, very probable, that the man was directing his attention to the "up-train" from Birmingham, which passed the London train almost immediately after the fatal occurrence; but whatever was the cause, the investigation of a coroner's jury will, of course, decide. It is said, that the trains at their greatest speed may be stopped within the distance of 200 yards, but in this instance no effort was made so to do, and the line of carriages had proceeded full half a mile before the engine was stopped. More than fifty passengers then alighted and ran back to the spot from which the unfortunate man made his awful transit from life into eternity.

MANCHESTER AND BOLTON RAILWAY.—An accident occurred on the line on Monday evening, which we regret to say terminated fatally. It was wholly the result of indiscreet and careless conduct on the part of the unfortunate individual who has lost his life. It seems that a train had brought up a number of persons from Manchester, and amongst them some joiners who had been working on the line. When near Bolton, the engine was stopped for some purpose; and during the stoppage the deceased and some of his shopmates commenced bustling and jostling each other in fun. This play ended in the deceased, by some accident, being precipitated off the lorry on which the men were frolicking. He fell on the road, and was so severely injured that he died almost immediately.—*Blackburn Standard*.—An inquest was held last Thursday upon the body of Evan Evans, a man about thirty years of age, who had been killed at the opening of the railway on Monday. The deceased, with about forty others, was in one of the lorry boxes next to the engine, and as the train was passing the Gravel-hole, the speed of the engine was suddenly increased, by which the carriage got a jerk, which threw deceased out, and the carriages passing over his head, he was killed on the spot. Verdict—Accidental Death.—*Liverpool Standard*.

THE GREAT WESTERN RAILWAY.

This railway was opened on Monday last for the conveyance of the public. The road now reaches within half a mile of Maidenhead, extending from the terminus at Paddington to the terminus in Buckinghamshire, twenty-four miles. The line, on leaving Paddington, passes on the left or western side of the new cemetery at Kensal-green; it then runs for some distance between two lofty banks or mounds, which completely obscure the view on both sides; and then again emerges from its dry ditch-like track at Wormwood Scrubs, where the surrounding country, with its meadows, green trees, and "pleasing villages and fields," greets the eye of the passenger. Thence the train are hurried on through Hanwell, where that huge mass of brick and mortar, called the Lunatic Asylum, seems to frown on the undertaking and its supporters. A good view is here got of the Uxbridge road, but from the velocity with which the travellers are whirled along, there is little time for observation on particular localities. At Hanwell the boys of a large school were drawn up in a meadow alongside of the road; they greeted the first train with three cheers, and seemed highly delighted with the novelty of the sight. The next point worth being remembered on the road is the village of West Drayton, which looked pretty enough with its water and its meads, more than usually delightful on a hot summer's day, but which in winter are little better than a mere marsh. Here there is a "station" for supplying coals, water, &c., to the engine, and for the embarking and disembarking of passengers. The road now stretches for some time in a parallel line with the Bath road, the Bath road being on the left hand of those going from London. It proceeds in this manner till it is about abreast the eighteenth milestone on the Bath road, when it takes a more northerly course, passing at the back of Langley Broom, and leaving Langley Church, a very ancient and venerable structure, to the south. It crosses through the parish of Langley from west to east, and then comes down again very close to the Bath road at Slough, at which place there is a "station" within 100 yards of the Crown Inn. Before arriving at this, a fine view of Windsor Castle is commanded on the one hand, together with Eton College and the adjacent country, and on the other the eye is refreshed with the sight of the dense coverts of Black Park, Langley Park, &c., and with a prospect of the white spire of Wrexham Church. The railroad is now close upon the Bath road, from which it diverges at the distance of half a mile further on, passing between Salt-hill-pond, at the back of Mr. Botham's well-known inn, and the grounds at the back of Baileys, the seat of Lord Osborne. The country on the northern side begins now to mend in beauty and variety. Stoke-park, with its elegant mansion, the property of the Penn family, forms a conspicuous object; the church of Stoke, immortalized by the poet Gray, comes in sight, and the monument of the poet, with its elegant sarcophagus, is just apparent amidst the thick foliage of the trees. Beyond are the villages of Burnham and Farnham Royal, on one side, and the village of Dawney, with its ancient house, Dawney-court, once inhabited by the notorious Lady Castlemaine, on the other. The road is now coming to its termination, and in a few minutes the station-house, close to Maidenhead, shows the terminus. Just before this point is reached it runs over an arch crossing the Bath road, which is then to the north of it. The trains, which consist of three sorts of carriages, varying in the charge for seats and in accommodations, are large and comfortable. Nobody can complain of their contrivance; they hang easily above longitudinal springs, which break the little jolting occasioned by the wheels; nothing can be more easy than the motion. The journey, including stoppages, was done in an hour and five minutes, and it was said on one passage in a much shorter time.

STRIKE OF THE WORKMEN.—During the past week the town and neighbourhood of Reading has been in a state of great excitement, in consequence of the men employed upon the line of railway between this town and Twyford having suspended their customary labour. The circumstances of the case are briefly these:—for some time past it was generally understood that the contractor for that portion of the works in the immediate vicinity of this town was in considerable difficulties; but it was not until last Friday evening, the usual pay-day of the men, that the default of the contractor was publicly announced; at the same time it was stated that the wages of the workmen (a fortnight's) then due could not be paid. The men, upon hearing this, were considerably exasperated, and did some trifling injury to the works, and also assaulted one of the clerks; but this last offence, we understand, was entirely owing to the indiscretion of that person in his treatment of the men, who naturally enough considered themselves ill used; with this exception the conduct of the men was orderly and peaceable. A letter was subsequently read, positively promising payment of the arrears on Wednesday. No arrangement was, however, made on Wednesday, but matters thus remained until Friday morning, when the men assembled in great numbers in the Forbury, to hear any offers which might be made by the parties interested. A circle having been formed, Mr. J. J. Blandy read a letter, which had been received from the secretary of the company. The terms offered were, if the men instantly resumed their work, that at the end of the day they should receive three days' wages; and on Saturday and Monday they were also to receive the like amount. Mr. Blandy declared his willingness to advance six days' arrears of wages from his own resources, should it not be forthcoming from other quarters. It was soon evident that these overtures were received in the same excellent spirit they were made; and after a little consultation with their leaders, the whole body accepted the offers of the directors, and have up to this time worked as usual.—*Berkshire Chronicle*.

RAILWAYS PROPOSED TO BE MADE IN IRELAND.

ENGINEERS.
Ulster Railway W. Bald, F.R.S.E. & Co. and T. Woodhouse, Esq.
Dublin to Armagh William Bald, F.R.S.E. & Co.
Dublin to Mullingar Charles Vignoles, M.R.I.A. & Co.
*Dublin to Kilkenny John McNeil and David Aher
Dublin to Limerick William Bald, F.R.S.E. & Co.
†Cork to Cove Charles Vignoles, M.R.I.A.
Belfast to Holywood William Bald, F.R.S.E.
Cave Hill to Belfast Ditto
*Dundalk to Cavan John McNeil, M.R.I.A. & Co.
Dublin to Galway William Bald, F.R.S.E., and David Henry Esq.
†Dublin to Drogheda William Cubitt, F.R.S., M.R.I.A. & Co.
The only railway now in course of execution in Ireland is the Ulster Railway, from Armagh to Belfast.
* Act obtained for 17 miles. † Act of parliament obtained.

THE GREAT WESTERN RAILWAY.—On Tuesday evening, the greatest alarm was experienced by numerous persons assembled at the terminus at Paddington, in consequence of the non-arrival of the train, which left Maidenhead at seven o'clock, and consequently ought to have reached Paddington by eight o'clock, and it was feared some dreadful accident had occurred. On its arrival, about nine o'clock, the cause of the delay was found to have been as follows:—The Apollo engine, with a train of thirteen carriages, left Maidenhead at the usual time of starting, with a full load of passengers. They had, however, not proceeded far before it was discovered that one of the pipes of the engine had burst. The train was accordingly immediately stopped, and a delay of upwards of an hour occasioned before it was considered safe to proceed, when the remainder of the journey was accomplished without any further accident, or any person being in the slightest degree injured. The eight o'clock train, which was an extra one, on account of the Montagu, had, however, nearly met with a serious accident. It had attached to it ten carriages, and had not proceeded far from Maidenhead, before a large dirt-truck was found to be on the centre of the line. The guards having, however, kept a good look-out, perceiving it, called out to the engineer, who stopped the engine in time to prevent the collision which must otherwise have taken place.

IRON TRADE.—The iron ore trade at Ulverston continues exceedingly brisk. So great is the demand, that the mining companies give premiums to the masters of vessels to take their ore.

PROGRESS OF STEAM IN AMERICA.—An American paper says, that a Mr. Perkins has invented a compound which he calls the "Concentrated Essence of the Sublimated Spirit of Steam." A person has only to put a vial of it into his pocket, and it will carry him along at the rate of fifty miles an hour; or, by merely swallowing three drops when you go to bed at night, in the morning you will wake up in any part of the world you choose.—*Athenaeum*.

A WIND CARRIAGE IN INDIA.—The most curious item of intelligence from Madras is the employment on the Red Hill Railway of a wind-carriage, which, it seems, travels at the rate of from nine to twelve miles an hour.—*Asiatic Journal*.

LORD WILLOUGHBY DE EREBY'S PEAT-COMPRESSING MACHINE.—We have had the pleasure of witnessing the operation of this valuable hand machine. Its object is one of great national importance, inasmuch as it adds to our stock of fuel; and in countries where coal is scarce and peat abounds, it will be an invaluable blessing to the inhabitants. The peat harvest is long and precarious, because subject to all vicissitudes of the weather: months often elapse ere the peat is sufficiently dry to burn. Lord Willoughby's machine receives the bog, after it is moulded by the hand into a form resembling a brick; it is placed therein, and all the moisture is pressed out of it at one operation; months are gained by this process, simple in its operation, and of the highest importance in its utility. His lordship reserves no patent right, but offers it to the public, who are much indebted to the noble lord for his valuable invention, which makes peat as useful as coal.—*Morning paper*.

PURCHASES OF COPPER ORES AT TRURO.

MAY 24.

Purchasers.	Moss.	Tons	Total.	Price.	Amount.	Total Amount
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		£	s.	d.	£	s.	d.	£	s.	d.
MINES ROYAL	Consolidated Mines	86	6	7	6	548	5	0		
1.	77	10	19	6	845	1	6		
—	76	6	16	6	518	14	0		
—	.....	78	6	12	6	498	17	6		
—	.....	344	4	6	0	169	15	6		
—	.....	60	5	15	6	555	10	0		
			408							
2. VIVIAN AND SONS.	Consolidated Mines	74	2	4	6	164	13	0		
—	.....	72	3	6	0	237	12	0		
—	Great St. George..	59	2	16	6	166	13	6		
—	Wheal Ellen.....	38	5	11	6	211	17	0		
—	Wheal Leisure....	60	2	6	0	138	0	0		
—	Wheal Kitty.....	17	9	1	6	134	5	6		
			320							
3. FREEMAN & Co.	Consolidated Mines	79	8	12	0	679	8	0		
—	Powey Consols....	96	4	18	6	472	16	0		
—	.....	45	5	13	0	257	1	6		
—	Levant.....	30	11	0	6	330	15	0		
—	Wheal Prudence..	80	4	0	6	322	0	0		
—	.....	32	4	0	0	128	0	0		
			362							
4. GREENFELL AND Co.	Consolidated Mines	91	3	9	0	313	19	0		
—	.....	83	4	17	0	402	11	0		
—	.....	78	6	13	0	518	14	0		
—	Powey Consols....	100	6	2	0	610	6	0		
—	.....	98	4	17	0	475	6	0		
—	.....	45	5	13	0	287	1	6		
—	Great St. George..	27	2	10	0	77	0	0		
—	.....	54	9	0	6	457	7	0		
—	.....	53	4	5	0	225	5	0		
—	.....	47	3	7	0	157	9	0		
—	Wheal Ellen.....	38	5	11	6	211	17	0		
—	.....	23	5	11	6	131	0	3		
—	.....	43	3	13	6	158	0	6		
—	Wheal Leisure....	54	2	9	6	333	13	0		
—	.....	26	1	18	0	45	0	0		
—	.....	35	2	9	6	194	15	0		
—	.....	32	3	3	0	100	16	0		
—	.....	11	4	6	0	47	6	0		
—	Levant.....	45	18	19	0	852	15	0		
—	East Crinnis.....	50	6	15	6	338	15	0		
—	Wheal Prudence..	52	4	0	0	84	0	0		
—	Pembroke.....	21	5	15	6	300	6	0		
			1109							
5. CROWN COFFER CO.	Consolidated Mines	81	6	7	6	516	7	6		
—	Wheal Leisure....	11	4	6	0	47	6	0		
			92							
6. SIMS, WILLIAMS, NEVILL, AND Co.	Consolidated Mines	93	4	18	6	458	0	6		
—	.....	82	8	6	6	682	13	0		
—	.....	50	6	12	0	328	0	0		
—	.....	54	4	18	6	169	18	3		
—	Gt. St. George....	30	3	9	6	275	0	0		
—	.....	34	2	11	6	87	11	0		
—	Wheal Ellen.....	85	3	15	6	320	17	6		
—	.....	23	3	13	0	83	19	0		
			511							
7. WILLIAMS, FOSTER & Co.	Consolid. Mines ..	61	7	4	0	439	4	0		
—	Gt. St. George....	27	2	16	0	77	0	0		
—	Wheal Ellen.....	23	3	9	0	83	19	0		
—	Wheal Leisure....	25	1	16	0	45	0	0		
—	Levant.....	30	11	0	6	320	15	0		
—	.....	50	15	1	0	752	10	0		
—	Godolphin.....	46	4	10	6	208	3	0		
—	East Crinnis.....	83	6	17	0	568	11	0		
—	Wheal Edward....	5	10	12	0	63	0	0		
			350							
8. VIGORS AND Co.	Consolid. Mines ..	67	6	8	0	428	16	0		
—	.....	59	7	3	6	423	6	0		
—	Wheal Ellen.....	23	5	11	6	131	0	3		
—	Godolphin.....	100	8	1	0	805	0	0		
			249							
			3404							
									1788	2 9
									19,839	1 6

MIDSUMMER COINAGE, 1838.

FIRST PART.

DEVON.		Grains	Common	TOTAL.
MORWELLHAM.....	Crownwall.....	Devon Smelting Co.....	101	101
CORNWALL.				
CALSTOCK.....	Calstock	Devon Smelting Co.....	33	33
ST. AUSTELL.....	Blowing House..	L. C. and W. Daubuz.....		
TRURO	Calenick	Bolitho	23	363
		Michell	70	456
	Trethellan	Williams, Harvey, & Co.	27	247
	Carvedras	L. C. and W. Daubuz.....	92	227
	Blowing House..	L. C. and W. Daubuz.....		319
HELSTON	Huel Vor Adventurers			1049
HAYLE	Mclaneer	Williams, Harvey, & Co.	56	65
	Huel Vor Adventurers			121
	Trelissick	Grenfell and Co.....		61
	Angarrack.....	Bolitho		158
		Carne		20
	Chyandour.....	Bolitho		28
		Cornish		48
	Treloweth	L. C. and W. Daubuz.....		
	Trerife	Batten		
PENZANCE.....	Mclaneer	Williams, Harvey, & Co.	116	116
	Huel Vor Adventurers		156	156
	Trerife	Batten	379	379
	Treloweth	L. C. and W. Daubuz.....	119	119
	Chyandour.....	Bolitho		
		Cornish		
	Trelissick	Grenfell and Co.....	61	61
	Angarrack.....	Bolitho		
		Carne	26	26
Total.....			2428	857

PRICES OF MATERIALS IN CORNWALL.

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	1 & 2	3	4	5	1 & 2	3	4
	9s	6d	10s	4d	13s	6d	13s
Common iron, per cwt.	11	0	0				
Half-inch square ditto, and five-eighths	11	0	11	0			
Best tough whim chain	30	0	30	0			
Boiler plates	16	0	14	6			
Hoop iron	14	0	14	0			
Nail rods	12	0	11	0			
Miners' shovels	32	0	32	0			
Charcoal iron	14	6	14	6			
Gunpowder, per 100 lbs.	36	0	36	0			
Leather, per lb.	2	0	2	0			
Coals, per ton, at quay	14	6	14	0			
Candles, per dozen lbs.	5	2	5	8			
Tallow, per cwt.	46	0	50	7			
Ropes	36	0	36	0			
Flat ropes	38	0	38	0			
Hemp	0	4	0	4			
White yarn, per lb.	0	43	0	43			
White rope	0	43	0	43			
Brass-wire sieves, each	4	8	4	8			
Ditto machine	138	0	138	0			
Iron-wire ditto	3	2	3	2			
Iron-wire work, per foot	1	9	1	6			
Board nails, per cwt	21	0	21	0			
Half-board nails, per 1000	5	9	5	9			
Hatch ditto	4	0	4	0			
Half-hatch ditto	3	0	2	10			
Lime-cast oil, per gallon	3	0	3	3			
Rape ditto	3	4	3	9			
Birch, per foot	1	1	7	7			
Pine	1	6	1	6			
Sheet lead, per cwt.	24	0	24	0			
Barrow bands	11	0	11	0			
H 2 steel (12 lbs.)	32	0	32	0			
2s. nails	21	0	21	0			
Pick lifts	1	5	1	5			
Shovel lifts	2	0	2	0			
White ground lead	36	0	36	0			
Black lead	34	0	31	0			
Best rolled iron	12	0	12	0			

* * * The figures at the top of the columns refer to months—as 1 Jan., 2 Feb., &c.

GOLD AND SILVER.
Gold in Bars (standard) p

Foreign Gold in Coin, Spanish Doubloons	3	14	0
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20 Franc pieces.....	3 16 24
New Dollars.....	0 4 9½
Russell in Bars (standard).....	0 4 11½

COAL MARKET, LONDON.

MONDAY.

Price, per ton, at the close of the market:—Adairs, 18 6; Carr's Hartley, 20; Holywell Main, 20; Pontop Windsor, 18 9; Walls End Bell and Brown, 20 9; Grace, 18 6; Killingworth, 20 9; Braddy's Hetton, 21 9; Haswell, 21 6; Hetton, 22; Lambton, 21 9; Russell's Hetton, 21 9; Newar's 22; Wharfedale, 22; Adelside, 20 6; Gordon, 19 9; New Tees, 17 3; South Durham, 20; Lambtons Primrose, 20 6; Llanelly, 25 6; Radcliffe Main, 17 6—Ships arrived, 70.

WEDNESDAY.

; Holywell Main, 20; Ord's Redheugh, 11
Wylam 19 6; Wells End Dunn, 17 3; G

da, 206; Newmarch, 199; Northumberland, 206; Peareth, 176; Belmont.

Hebburn Main, 20 6; Holywell Main, 20; Ord's Redheugh, 17 6; Pontop Windsor, 89; Townley, 18 6; Wylam, 18 6; Walls End Dunn, 17 3; Gosforth, 21 3; Hettop, 19; Hilda, 20 6; Newmarch, 19; Northumberland, 20 6; Pearce, 17 6; Belmont, 1 6; Braddyl's Hettton, 21 9; Haswell, 17 9; Hettton, 23; Stewart's, 22 3; Whitwell, 20 3; Hartlepool, 22; Dixon's Butterknowle, 17 6; Adelaide, 20 6; Brown's Deanery, 19 6; Gordon, 19 6; North Gordon, 18; Tees, 20; Blyth, 16 6; Nevell's Lanely, 25 6; Elgin, 20 6—Ships arrived.

FRIDAY.

Adairs, 18 6; Carr's Hartley, 20; Feelling Main 17 3; Holywell Main, 20 6; Willington, 20 3; Wylam, 20; W. E. Hettton, 19; Hilda, 20; Killingsworth, 20 6; Newmarch, 19; Belmont, 21 9; Braddyl's Hettton, 22 3; Lambton, 22 6; Lyon's, 1; Russell's Hettton, 22 6; Whitwell, 20 6; Hartlepool, 22 6; Adelaide, 20 6; Barlington Tees, 19; Plintoff Tees, 19 6; North Gordon, 18; New Tees, 18 9; South Durham, 20; Seymour Tees, 19; West Hettton, 2 3; Blyth, 16 6; Brampton Main, 18 6; Graigola, 25 6; Nevell's Lanely, 25 6; Devonshire, 19 3.—Ships arrived, 83.

JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	Amount of Shares of 100s.	Amount of Shares of 100s.	Price.	Dividend.	Next Dividend.
25,000	Agric. & Com. of Irel.	25	10	66	8	Jan.
5,000	Australia	40	40	83	204	Mar.
1,500,000	Bank of Scotland	50	10	19	10	Mar.
10,000	Bank of Birmingham	50	10	19	10	Mar.
20,000	Birmingham Bank	50	10	19	10	Mar.
3,000,000	British Linen Co.	100	100	183	—	—
29,200	British North Amer.	50	20	24	19	—
60,000	Commercial	100	100	183	—	—
20,000	Colonial	100	100	183	—	—
3,000	Equitable Loan Co.	—	9	10	—	—
10,000	Foreign Banking Co.	—	3	9	—	—
2,000,000	Glasgow Union	50	50	65	—	Feb.
10,000	Gloucestershire	50	10	—	—	Aug.
60,000	Hampden	50	50	10	4	Feb.
10,000	Hibernian	100	25	—	—	Aug.
3,000	Devon & Cor. Bg. Co.	—	20	36	36	Mar.
30,000	London & Westminster	20	20	21	5	Mar.
5,000	Lancaster	100	20	—	4	Aug.
25,000	Liverpool	100	10	23	6	July
60,000	London Joint Stock Co.	50	10	104	—	—
100,000	Manch. & Liver. Dis.	10	15	19	25	Mar.
20,000	Manchester	100	25	27	—	Mar.

North & South Wales	10	10	9
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3,000,000	National Scotland.....	..	10	13
20,000	Natl. Bank of Ireland ..	50	17	15	5	..
10,000	Nat. Provinci. Engi.	100	35	35	5	Jan.
80,000	Nor. & Cnt. B. of Eng. ..	10	10	..	5	Dec.
10,000	North Wilts.	25	5	8	7	..
20,000	Prov. Bk. of Ireland ..	100	25	43	8	July
4,000	Ditto New ..	10	10	17	8	..
2,000,000	Royal of Scotland ..	..	109	..	..	..
7,000	South African ..	..	6	5	..	..

000 Western of Scotland	..	30
000 W. of Eng. & S. W. Ir.	..	30

50,000 Wtts Eng. & S.S. Wtts		20	12½	12	5	..
20,000 Wtts and Dorset ..		15	78	74	5	..
GAS LIGHT AND COKE COMPANIES						
10,000 Alliance ..	10	5	..	..	..	..
2,500 Bath ..	20	16	..	..	14	Sept.
600 Bradford ..	25	25	..	..	10	..
5,000 British ..	40	16	214	13	..	Nov.
5,000 Do. Provincial ..	20	25	224	..	..	..
2,400 Birm. & Staffordshire ..	50	50	98	53	..	Sept.
600 Brentford ..	50	50	76	4	..	..
4,250 Bristol ..	20	20	36	..	20	April.
1,500 Brighton ..	20	20	103	34	..	Feb.
750 Do. New ..	20	18	9	34	..	..
2,471 Brighton, General ..	20	20	17	43	..	Nov.
363 Carlisle ..	25	..	..	..	..	..
4,000 Continental Consolidat.	75	624	90	4	..	Nov.
240 Carlbury ..	50	50	55	5	..	Dec.
700 Chelmsford ..	50	50	42	4	..	Jan.
300 Cheltenham ..	50	50	57	7	..	Oct.
1,000 City of London ..	100	100	196	10	..	Sept.
1,000 Do. New ..	100	60	114	6	..	Dec.
800 Coventry ..	25	25	25	..	..	..
200 Derby ..	50	50	..	..	..	..
180 Dover ..	50	50	..	..	..	..
600 Dudley ..	20	20	184	5	..	..
4,500 Edinburgh Coal Gas ..	25	25	..	..	..	..
Edinburgh and Alloa ..	25	14	..	..	..	..
240 Exeter ..	50	50	..	..	..	..
4,000 Equitable ..	50	50	304	42	..	April
0,000 European ..	20	7	..	..	..	..

Glasgow	29	—
Greenwich Railw. Gas ..	1	—

0,000	Imperia	50	50	48	2	—
5,000	D. Bonds	100	100	—	4	—
1,200	Ipswich	—	10	—	—	—
800	Isle of Thanet	25	20	5	Aug.	—
2,350	Independent	30	30	49	6	Oct.
240	Leicester	50	50	—	—	—
750	Litch Coal Gas	—	20	20	—	—
500	Liverpool	242	242	310	22	—
—	L. N. & G. Coke	100	100	—	—	—
—	L. (New Do.)	—	60	—	—	—
200	Maldstone	50	50	100	—	—
0,000	Phoenix	50	39	21	3	Feb.
579	Portsea	—	53	—	—	June

diff	30	50	..
	100	80	58

480	Rochdale	..	15	..	—
1,000	South Metropolitan	50	19	..	24 Aug.
1,600	Sheffield	..	16½	..	—
1,000	Shrewsbury	..	10	..	—
120	Swansea	50	50	..	—
2,200	United General	50	46	29½	5 Jan.
240	Warwick	50	50	..	5 Jan.
400	Wakefield	25	25	22½	1½ Jan.
750	Warrington	20	20	..	—

New.....	50	10	93
ing	50	50	

800 Yarmouth...	50	50	..	5 Aug.
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DOCKS.				
13,400 Commercial...	100	100	56	3 July
98,667 East India...	Stock	100	115	6 Sep
24,666 Ditto Additional...			6	—
1,938 Ditto Additional...	100	100	74	—
38,810 London...	Stock		63	24 Dec.
Ditto Bonds...			101	
20,000 West India...	Stock		107	44 Dec.
2,229 Bristol...	147 1/2	147 1/2	80	21 Dec.
3,254 Ditto Notes...			113	5 Nov.

and Collier Docks	50	1	14
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2,352 St. Katharine's Stock	100	..	103	5	Jan.
2,000 Ditto Bonds.....	1004	48 Oct.
4,000 Do. Bonds for 10 years	1004	4	Oct.
2,500 Deepford Pier.....	20	5	11	..	..
1,200 Hertne Bay Pier.....	..	..	..	..	..

BRIDGES.					
500 Hammersmith.....	50	50	22½	10s	Jan
231 Southwark new sub.	63½	63½	2	..	Dec.
Do. New of 74 per cent.	50	50	1 4	12	..
500 Vauxhall	704	704	22	17s	Dec.
148 Waterloo	100	100	8	..	..
500 Do. old Annuities of 81.	60	60	19s 8	Feb.	..
Do. new do. of 71.....	40	40	17½	16s 4	Feb.
500 Ditto Bonds .....	..	..	118	5	Feb.

WATER WORKS.					
0 Birmingham	25	25	21s.	9s	—
1 Colchester	100	100
3 East London	100	100	160	6	Jan.

High Joint Stock	25	25
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2 Kent.....	100	100	43	2	Jan.
2 Liverpool Bottle.....	220	220	326	10	Jan.
2 New River Lond. Bridge					
Water Annuities.....	100	30	59 1/2	2 1/2	Oct.
5 Manchester & Salford.....	100	30	54	1 1/2	Mar.
2 Portssea Island.....	50	50	1	—	—
2 Portsmouth & Farington	50	50	1	—	—
4 Do. New.....	50	50	21	1	Mar.
9,000 Ramsgate.....	10	8	10	—	—
9 Vauxhall, late So. Lond.	100	100	87	4 1/2	Oct.
2 West Middlesex.....	63 1/2	63 1/2	95	4	Dec.
2 York Building Co. L. P.	100	100	35	1 1/4	Oct.

43 Archw. and Stock Tn.....	30	30	—	188	1 1/2
100 Barking.....	100	100	22 1/2	13	1 7/8
100 Commercial.....	100	100	75	5	1 7/8
100 Do. East India Dock Br.	100	100	—	—	1 7/8
100 Great Dover Str.....	—	70	—	2 1/2	1 7/8
83 Highgate Archway.....	—	30 1/8	2	—	—
24 New North Rd. Stock	100	100	—	—	—

Adeelaide Gal. of Science	50	—	—	—	—
London, v. Bronze Tick.	75	75	20 1/2	—	—
London University.....	100	100	24 1/2	—	—
Russell.....	25	25	7 1/2	—	—
King's College.....	100	100	26	—	—

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